

# AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,  
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVI., No. 28.

SATURDAY, JULY 9, 1870.

[WHOLE No. 1,786, VOL. XLIII.]

Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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## American Railroad Journal.

New York Saturday, July 9, 1870.

### Railways and Telegraphs in Japan.

A parliamentary paper just issued in London on the affairs of Japan gives the views of Sir H. Parkes, the British Minister at Yedo, with regard to the introduction of railways, telegraphs, &c., into that country. In a communication to Lord Clarendon, dated Yedo, the 21st of April last, he states that he has had frequent opportunities of discussing with the Mikado's Government the expediency of introducing railways and telegraphs into Japan. In his opinion it is essential to the establishment of a vigorous and compact administration under the new constitutional system, and of equal importance to the interests of commerce and the industry of the people, that improved means of communication should be provided. Japan, unlike China, does not possess navigable rivers; the rate of traveling averages only 20 miles a day, and provinces that are separated by 400 or 500 miles are at nearly a month's distance from each other. The two capitals of Yedo and Kioto, though connected by the best line of road in the country, are a fortnight's distance apart, and the difficulty of transporting rice often exposes one part of the country to scarcity and distress while another district may be wanting an outlet for its produce. At the close of last year Sir Harry was informed by the Government that they had resolved to construct a railway between Yedo and Kioto. Their difficulty in making a commencement lay in the want of funds, and this was met by an offer on the part of Mr. H. N. Lay,

formerly of China, and who has been visiting Japan, to lend the Government 1,000,000 sterling, on the security of the projected line and the Customs revenues. They accepted this offer and Mr. Lay returned to England to raise the above sum and to engage the necessary engineers for the work. These are to be employed by the Japanese Government, under the direction of Mr. Lay, who has the right of superintending the construction of the railway, though all the plans and details have to be approved by the Japanese Government. In the same despatch it is mentioned that an experimental line of telegraph, constructed by Mr. Brunton, is already working between Yedo and Yokohama. Many Japanese foretold failure. It was believed the wires would be constantly cut, and in the popular mind the enterprise was connected with necromancy and Christian propaganda. The only injury done, however, has been some hacking of the posts by two-sworded roughs; and the single wire is now found scarcely sufficient to meet the demand for the transmission of Japanese messages between Yedo and Yokohama. Mr. Brunton is consequently engaged in putting up a similar line between Hioga and Osaka.

### Railroad Consolidation in Virginia.

We give elsewhere a copy of the bill passed by the Virginia Legislature which provides for the consolidation of the three railroads which form a line between Norfolk, Va., and Bristol, on the East Tennessee line, and have been for some time under the management of General Mahone. These are the Norfolk and Petersburg, from Norfolk to Petersburg, 81 miles long, the South Side Railroad, from Petersburg to Lynchburg, 123 miles, with a branch from Petersburg to City Point, 10 miles; and the Virginia and Tennessee Railroad, from Lynchburg to Bristol—204 miles, with a branch from Glade Springs, (28 miles from Bristol) to Saltville, 8½ miles. These form a trunk line 408 miles long, entirely across the southern part of Virginia, with connections to Mobile, Memphis and New Orleans. The capital represented by the entire line is about \$18,000,000.

The Massawippi Valley railroad was formally opened on the 1st inst. This road meets the Connecticut and Passumpsic Rivers railroad at Derby, on the Canada line, three miles north of Newport, and extends to Lennoxville in Canada, where it unites with the Grand Trunk Railway, thus forming a new and much shorter route from Boston and New York to Quebec and Montreal.

The saving of distance from Boston to Quebec is about twenty miles, and from New York sixty miles. The road is about thirty miles in length, and runs through a highly picturesque region, not heretofore open to railway travel.

### Pacific Railroad of Missouri.

The earnings of this road for the fiscal years ending February 28, 1869 and 1870, were as follows:

	1869.	1870.
From passengers.....	\$1,307,357 31	\$1,399,363 24
" freight.....	1,676,469 16	1,699,016 83
" express.....	62,715 32	62,640 86
" mails.....	45,049 92	52,037 52
	\$3,091,591 71	\$2,213,058 44

### Expenses, viz:

Repairs of road.....	\$37,525 96	\$72,805 98
" track.....	586,463 56	558,446 06
" bridges.....	29,511 49	48,560 48
" structures.....	30,189 43	48,124 13
" engines.....	132,580 22	50,775 35
" cars.....	146,716 55	128,074 64
" tools, etc.....	7,588 25	12,790 08
Fuel consumed.....	104,272 63	247,493 73
Oil and waste.....	32,798 26	38,089 80
Gen'l superintendence.....	27,285 39	38,904 28
Agents and clerks.....	107,468 74	126,513 61
Train hands.....	252,856 66	237,793 65
Port's, flagmen, watchmen & switchmen.....	86,736 35	62,711 35
Handling freight.....	69,380 70	86,528 84
Loss and damage.....	41,634 85	54,809 52
Office expenses, stationery, print'g, etc.....	34,268 39	35,924 39
Telegraphing.....	23,830 45	23,611 93
Taxes on passenger and mail receipts.....	30,417 64	35,991 32
Expenses for trains.....	20,308 08	23,420 67
New and re-rolled iron.....	.....	319,193 86
All other expenses.....	58,629 57	28,150 15

	\$1,959,653 17	\$2,318,713 62
Net earnings.....	\$1,131,938 54	\$894,344 82

Compared with the previous year, the gross earnings of 1869-70 show an increase of \$121,466 73, with an increase in expenses of \$359,060 45—making a decrease in net earnings of \$237,593 72. The operating expenses in 1869-70 were 72.16 per cent. of gross earnings; in 1868-69 they were 63.49; in 1867-68, 67.60; in 1866-67, 73.10.

The gross earnings of the Missouri River Railroad, between State Line and Leavenworth, 26 miles, for the year ending Feb. 28, 1870, were:

from passengers, \$41,670 53; freight, \$20,127 86; mails, \$2,166 60—total, \$63,864 49.

The gross earnings of the Osage Valley and Southern Kansas Railroad, between Tipton and Boonville, for the year ending Feb. 28, 1870, were; from passengers, \$19,816 75; freight, \$8,240 03—total, \$28,056 78. The report says:

The operating expenses for 1869 apparently exhibit an unfavorable comparison with the previous year, 1868. It is not so in reality.

The difference is accounted for in the purchase of new iron and ties, exceeding similar purchases made during the year 1868, and amounting in the aggregate to \$240,000.

Equalizing these accounts, the comparison would stand as follows:

Operating expenses last year, 1869.....	\$64 90
“ “ previous year, 1868 63 49	

At the date of the last Annual Report, the change in the gauge of the road, at an early day, was in contemplation. The undertaking was regarded as one of serious moment, involving, as it necessarily must, a break in the business of the road, and a protracted derangement in its operations. The labors and responsibilities involved in this change were, after being duly considered, undertaken and successfully carried through, in July last, within the time contemplated when the matter was under consideration. The cost of changing the gauge of the track amounted to, as follows:

Eastern Division.....	\$34,078 47
Western Division.....	15,666 55
Boonville Branch.....	1,286 95

\$50,931 97

Average cost per mile, East and West Divisions, including Boonville Branch and thirty-six miles of sidings, \$137 84. This may be regarded as satisfactory in its cost, as it was prompt and successful in execution.

The total cost of the change of gauge for labor and material in the machinery and track departments, up to February 28, 1870, amounts to \$208,646 90.

During the past year there have been relaid on the Eastern Division (St. Louis to Sedalia) 46 miles of new iron, part re-rolled and part purchased, and 120 new ties put in track.

The bridge over Taylor's Creek, near Meramec station, of 80 feet span, was recently taken down, and an iron bridge, from Keystone Company's Works, of Pittsburg, substituted. This is the first iron bridge ever attempted on this road, but the reputation of the Bridge Co. seems a sufficient guarantee that it will meet the expectations of what is claimed for it by its advocates.

The last annual report gave the boundaries of the Western Division (Sedalia to Atchison) as embraced between Warrensburg and Leavenworth. Early in May, 1869, these boundaries were changed, and Sedalia made the eastern terminus, and Leavenworth, as before, its western. In October, 1869, by the lease of the Atchison and Northwestern road to this Company, this division was lengthened to Atchison, which is now its western terminus.

It may be a question at this time worthy the consideration of the Directory, whether the interests of the Company would not be promoted, by making three divisions in the working of the road, instead of two, as at present. The length of the main line from St. Louis to Atchison is 330 miles; adding Boonville Branch, 25 miles more, we have a total length of 355 miles.

This division is in fair condition. The rails, owing partly to their light weight, and the heavy grades, are fast wearing out, and cannot last much longer.

During the year, therefore, 20 miles of new iron will be needed, and 75,000 cross-ties put in track, which renewals will put this division in excellent condition.

During the past year 5 miles of new iron were relaid and 91,000 cross-ties (equal to 86 miles)

put in track, and some 5 miles of track ballasted.

The operations in machinery department, at the close of the fiscal year, show a heavy footing up in the way of labor and expense; this exhibit, however, should be considered in connection with the change of gauge. The amount charged to labor account for the year is \$366,640 75; from this deduct \$83,148 85, as chargeable to change of car trucks and reconstruction of engines, on account of gauge; and the remainder, \$283,491 90, is chargeable to ordinary repairs.

At this time there are in use 57 engines, 46 of which were purchased, and 11 rebuilt and altered. 41 additional engines of the old (5 ft. 6 in.) gauge are being changed as fast as possible. This work has been slow up to quite recently, owing to the want of working facilities. This want is now supplied in the erection of a brick boiler shop 55×110 ft., and a large addition made to the blacksmith shop, and in the purchase of the necessary machinery and tools, at a cost of \$19,666 53.

This Company now own and have in use the following classified number of cars: Passenger and mail, 52; baggage and express, 20; box, 458; stock, 276; flats, 210; coal and sand, 56; caboose, 32; magazine, 2; tool and wreck, 4; paymaster, 1; making a total of 1,111 cars.

In undertaking the change of gauge it was found necessary to add to the rolling stock, in the purchase of additional cars and motive power; accordingly, 46 locomotives were purchased at a cost of \$645,308 90, and freight cars and trucks, amounting to \$326,324 30—a total of \$971,633 29.

The last annual report gave all kinds of cars at 779, and of engines 52. The difference in the totals shows in use at this time, 332 additional cars, and 5 engines. In addition, two first class passenger cars at the shops are nearly completed. Sleeping Car Company own and have in use on the road 6 cars; St. Louis and Pacific Express Company own and have in use 100 box cars.

During the year 4,814½ tons of iron, equal to 51 miles, were relaid between St. Louis and Kansas City, of which 2,949½ tons were purchased and 1,865 re-rolled, costing, including splice bars and spikes, \$359,315 77. There were also put in track 210,000 cross-ties, at a cost of \$103,000.

The general condition and working of the road, as presented in the reports of the Eastern and Western Divisions, and the machinery department, are both favorable and satisfactory. The change in the gauge of the road having been made, and the condition of the track greatly improved by the large amount of new iron and ties relaid during the year, and the rolling stock both of engines and cars having been increased so as to enable the Company to comply with the demands made by its increasing business, it is believed that a turning point in the progressive and financial history of the road has been reached, and that the business for the present year will show at its close a large increase in receipts and a still more improved and prosperous condition. Harmony and accord, with an economical and judicious administration of affairs, is all that is needed to insure the realization of this belief.

The Company have 98 locomotives, of which 57 only are serviceable; of these 46 are new narrow gauge, and 11 altered from wide gauge. The alteration is nearly complete in 4 of the remaining 41 old wide gauge engines.

The car equipment consists of 52 passenger and mail, 20 baggage and express, 458 box, 276 stock, 210 flat, 56 coal and sand, 32 caboose, 2 magazine, 4 tool and wreck and 1 paymaster's.

Miles run by engines with passenger trains, 660,045; with freight trains, 768,205; switching, 177,650; construction, 158,860—total miles run, 1,764,760, at a cost for fuel, oil, waste and tallow, engine-men and firemen's wages, repairs and cleaning, of \$446,291 15. Cost per mile run with wood for fuel, 16.5; with coal, 9.26—average, 14. Total cost per mile run, 25.3.

The receipts from all sources, and expenditures during the year ending February 28, 1870, were:

Balance from March 1, 1869.....	\$451,898 53
Received from county bonds and warrants.....	66,010 00
Accounts audited.....	8,463 80
Received for 1st mortgage bonds....	2,956,000 00
Received for 321 Real Estate Security bonds.....	321,000 00
Received for transp. ....	\$3,077,468 73
Less exp. and repairs.....	2,318,713 62
	<hr/> 758,755 11

	<hr/> \$4,569,138 43
Paid for construction.....	\$149,501 38
Rolling stock and machinery.....	1,001,676 65
Construction Missouri River R. R. ....	1,926 80
Construction Boonville Branch.....	1,793 55
Experimental survey to Clinton....	1,237 85
Construction L. A. and N. W. R. R. ....	5,177 59
Office expenses and stationery.....	53,864 58
Interest account.....	776,968 18
Commissions.....	18,075 00
Contingencies.....	168,076 45
Change of gauge.....	204,331 69
Change of gauge, Boonville Branch.....	786 70
Land Grant sales—am'ts refunded..	3,275 00
Discount on bonds.....	229,633 55
Bills payable—notes paid in excess of issue.....	374,306 01
Mortgage Construction bonds paid.....	925,000 00
Clark, Dodge & Co.....	109,926 92
Balance.....	540,580 53
	<hr/> \$4,569,138 43

The balance (\$540,580 53), is accounted for as follows:

Due by Southwest Branch.....	\$65,215 44
Cancelled debts.....	213,680 97
Suspended debts.....	3,667 12
Cash in hands of Treasurer.....	13,025 17
Materials in hands of Superintendent.....	120,746 80
“ “ Master Mechanic.....	93,893 18
Bills receivable.....	3,000 00
Pacific Railroad stock.....	1,300 00
Due by railroad and express companies.....	35,369 30
	<hr/> \$549,897 98

Less due Missouri River Railroad and Boonville Branch.....	9,317 45
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Total.....\$540,580 53

The General Financial Statement of the company up to March 1, 1870, is as follows:

Capital stock—received in cash, bonds, etc.....	\$3,711,196 05
Less discount, interest and commissions.....	305,162 09
	<hr/> \$3,406,033 96

Land Grant sales and rent.....	\$219,540 43
Less expenses.....	10,489 78
	<hr/> 209,050 65

Net receipts for transportation....	4,903,243 14
Mort. constr'n b'ds.....	\$1,500,000 00
Less paid.....	976,226 67
	<hr/> 524,773 33

St. Louis County b'ds.....	\$700,000 00
Less Discount.....	67,627 57
	<hr/> 632,372 43

Real Estate Security bonds.....	500,000 00
Pacific R. R. bonds.....	\$6,500,000 00
Less discount and commissions.....	363,403 58
	<hr/> 6,136,596 42

State claim purchase—difference between State claim and amount paid.....	2,000,000 00
Bills payable.....	1,076,523 28
Accounts audited.....	141,971 49
	<hr/> \$10,580,564 70



Construction.....	\$11,789,378 23
Rolling stock and machinery.....	3,264,917 90
Missouri River Railroad.....	21,473 36
Boonville Branch.....	13,304 50
L. A. and N. W. R.R.....	5,177 59
Experimental surveys.....	3,778 40
Office expenses and stationery.....	276,539 65
Interest account.....	2,534,373 22
Discount on bonds.....	415,902 19
Commissions.....	151,138 93
Contingencies.....	308,881 81
Change of gauge.....	205,118 39
Balance.....	540,580 53
	<b>\$19,530,564 70</b>

President.—HUDSON E. BRIDGE.

Vice President.—R. J. LACKLAND.

Directors.—Hudson E. Bridge, B. M. Chambers, T. B. Edgar, Oliver A. Hart, R. J. Lackland, Geo. E. Leighton, James H. Lucas, Wm. M. McPherson, Chas. H. Peck, D. Ranken, Jr., Geo. H. Rea, E. O. Stannard, Benjamin Stickney.

Secretary and Treasurer.—J. C. PORTER.

Auditor.—J. M. COOPER.

Chief Engineer and Sup't.—THOS. MCKISSOCK.

#### Connecticut River Railroad.

The earnings of this road for the years ending November 30, 1868 and 1869, were as follows:

	1868.	1869.
From passengers.....	\$274,363 34	\$287,494 81
" freight.....	314,725 14	333,378 65
" mails.....	5,990 23	6,068 49
" express.....	17,083 40	14,501 89
" rents.....	7,186 58	7,752 65
	<b>\$619,348 69</b>	<b>\$649,196 49</b>

Expenses, viz.:

Repairs of road.....	\$103,254 17	\$104,284 75
" bridges.....	7,863 01	1,723 99
" buildings.....	23,886 36	11,172 88
" tools, etc.....	2,477 40	3,672 91
" locomotives.....	25,045 68	24,906 98
" cars.....	36,259 45	43,628 77
Running trains.....	89,474 64	106,008 96
Station expenses.....	48,645 19	58,191 35
General expenses.....	13,540 70	17,117 19
Stationery, etc.....	5,570 44	4,839 15
Gratuities and damages.....	3,288 48	2,403 05
Removing snow.....	2,784 28	3,059 93
Water works.....	7,529 30	2,772 73
Miscellaneous.....	11,223 51	9,660 13
	<b>\$380,342 61</b>	<b>\$393,442 77</b>
Net earnings.....	\$239,006 08	\$255,753 72
Surplus per last report.....	192,055 18	209,092 34
Total.....	<b>\$431,061 26</b>	<b>\$464,846 06</b>

Against which are charged—

Interest paid.....	\$15,921 55	\$17,787 88
Payment to Sinking Fund.....	8,000 00	8,000 00
Government taxes.....	45,047 37	52,911 52
Dividend January.....	68,000 00	85,000 00
" July.....	85,000 00	85,000 00
Surplus Nov. 30.....	209,092 34	216,146 66

Total, as above. \$431,061 26 \$464,846 06

Compared with the previous year the gross earnings of 1869 show an increase of \$29,849 80; with an increase in expenses of \$13,100 16—making the increase in net earnings, \$16,749 64. The report says:

Comparative statements embracing various interesting details as to the sources and amounts of business and the cost of doing it are presented in the appendix. The table on the 19th and 20th pages is commended to the special notice of those who take an interest in the subject of railroad management.

From this table it will be seen that the average cost, per mile by the trains, of operating the road in 1869, was only seventy-five cents, and that the

cost of the same in 1869, was one dollar and twenty-eight cents, an advance of seventy per cent., while in the same period the average net income advanced only from seventy-eight to eighty-three cents (being an increase of only seven per cent.), and the average charge for carrying a passenger or a ton of freight one mile was substantially the same at the two periods, or, taking the currency into account, the rates may properly be considered as reduced more than twenty per cent. In view of the facts thus presented there would seem to be little cause for dissatisfaction with our tariffs.

The same table exhibits the further fact that between the years 1859 and 1869 the gross income per mile in length of road advanced from \$3,621 23 to \$12,249 00, being an increase of nearly three hundred and fifty per cent. Herein lies the secret of our ability to practically reduce the rates of passenger and freight transportation, notwithstanding the enormous increase in the expense of doing the business. Thus does our experience confirm the statement, so often made by railroad managers, that increase of business tends to a reduction of rates, while the decrease of business, consequent upon the opening of what is termed a rival road, naturally and inevitably results in an advance of rates, for the reason that the two roads have to be operated and maintained out of the income which would otherwise belong to one. If the public could rightly understand the effect upon the cost of transportation of having competing lines of railroad, in localities where the amount of business is fairly within the capacity of one road, there would be less anxiety on the subject.

In addition to the ordinary repairs and renewals of equipment we have purchased one sleeping car, and built one locomotive, one passenger car, six stock cars and two boarding house cars to move with the repair men, the whole cost, which amounts to some \$23,000, being charged against the income.

The track has been thoroughly maintained. Its renewals and the extension of side tracks have absorbed 24,000 cross ties, 288 kegs of spikes, 557 tons of iron rails and 100 tons of steel rails, besides the mending of 807 bars at the shops. The steel rails are giving good satisfaction. The prices asked for them are becoming more moderate and it is to be hoped that we may be able ere long to use them for all our repairs.

The greatly increased cost of wood has made it necessary to introduce coal as a fuel. Four of the locomotives are already altered and adapted to its use.

The construction account has been increased by the sum of \$65,179 56, expended in acquiring additional lands for station accommodations and in carrying out extensive improvements at Springfield and Greenfield and on the road-way in Holyoke. It will be necessary to increase the capital stock to cover this and other recent additions to the cost of the road.

Ever since the construction of the Holyoke dam on the Connecticut River our road has been subject to overflow and interruption during seasons of freshet. An embarrassment from this cause which occurred in April last was more than usually serious and resulted in a determination by the directors to reconstruct some two miles of the road beginning near the dam. Leave was obtained from the legislature to locate the road anew for about one half the distance; the other half simply required the raising of the embankments from one to three feet and additional protection against moving ice. The work is now well advanced and will be completed early the coming season.

The company have 16 locomotives. Miles run with passenger trains, 163,567; with freight, etc., trains, 143,409—total, 306,976. Number of passengers carried, 750,793; do carried one mile, 8,923,930. Tons of freight carried, 279,212; do, carried one mile, 6,780,348. Earnings per mile of road, \$12,249. Earnings per mile run, \$2 11.4.

Net earnings per mile run, 83.3 cents. Percentage of expenses to earnings, 60.6 per cent.

#### BALANCE SHEET, Nov. 30, 1869.

Cost of road and equipment.....	\$2,043,922 37
Materials.....	73,744 28
Paymaster.....	17,808 86
Suspense account.....	290 41
Ferry stock and real estate.....	5,678 12
Post office department.....	1,974 16
Bills receivable.....	3,750 00
Balances due from individuals and corporations.....	24,451 95
Balances due from station agents.....	79,299 15
Investments.....	13,553 00
Cash.....	48,086 45
Commissioners of the Sinking Fund.....	89,854 84
	<b>\$2,402,408 59</b>
Capital stock.....	\$1,700,000 00
Mortgage bonds, due Sept. 1, 1878.....	250,000 00
Sinking fund.....	89,854 84
Expense bills payable.....	45,335 01
Unclaimed dividends.....	16 00
National taxes.....	1,306 09
Balances due individuals and corporations.....	99,749 99
Surplus earnings.....	138,291 20
Profit and loss.....	77,855 46
	<b>\$2,402,408 59</b>

President.—DANIEL L. HARRIS.

Directors.—Ignatius Sargent, I. M. Spelman, Edward A. Dana, Chester W. Chapin, Oscar Edwards, Edward W. Clapp, Roland Mather, S. M. Waite.

Clerk and Treasurer.—SETH HUNT.

Auditor.—ELIPHALET WILLIAMS.

Superintendent.—W. B. BRINSMADE.

#### Atlantic, Mississippi and Ohio Railroad.

The following is a copy of the Bill passed by the Legislature of Virginia, entitled "A Bill to authorise the formation of the Atlantic, Mississippi and Ohio Railroad Company," approved June 17, 1870:

1. Be it enacted by the General Assembly of Virginia, That John Goode, Jr., and Thomas S. Corpew, of the city of Norfolk; George W. Bolling and J. A. Johnston, of the city of Petersburg; E. H. Murrell, of the county of Campbell; Thomas S. Bocoek and Robert Early, of the city of Lynchburg; William Watts, of the county of Roanoke; James A. Walker, of the county of Pulaski; Robert Crockett, of the county of Wythe; Abram Fulkerson, of the county of Washington; Henry S. Kane, of the county of Scott; and Peter C. Johnston, of the county of Lee, be and they are hereby constituted a board of commissioners, a majority acting, to effect the organization of the Atlantic, Mississippi and Ohio railroad company, as provided by the terms of this act.

2. That the said Atlantic, Mississippi and Ohio railroad company may have a capital stock of twenty-five millions of dollars, such part to be made common, such part preferred, and such part an interest guaranteed stock, as the president and board of directors of the said company may prescribe—all, however, to be rated at one hundred dollars per share, par value.

3. That it shall be the duty of the commissioners above named, acting directly or by their agent or agents, to arrange with the stockholders, other than the State, of the Norfolk and Petersburg, Southside, Virginia and Tennessee, and Virginia and Kentucky railroad companies, as to the relative value of their stocks, and to receive subscriptions to the capital stock of the said Atlantic, Mississippi and Ohio railroad company, to be paid in the stock of the said Norfolk and Petersburg, Southside, Virginia and Tennessee, and Virginia and Kentucky railroads at such rate or valuation as may have been agreed upon; provided, that such valuation shall allow to each stock-

holder of the Norfolk and Petersburg, Southside, Virginia and Tennessee, and Virginia and Kentucky railroad companies, subscribing to the capital stock of the said Atlantic, Mississippi and Ohio railroad company, at least as many shares as such stockholder now holds in the aforesaid companies; and for the purpose the more readily of arriving at such valuation, it shall be lawful for the stockholders, other than the State, of the said Norfolk and Petersburg, Southside, Virginia and Tennessee, and Virginia and Kentucky railroads, to hold a joint meeting at such time and place as the aforesaid commissioners may designate; and it shall be competent for a majority of the stockholders assembled at such meeting, each company acting separately, to agree upon such valuation; provided, that no stockholder in any one of the said companies shall be required to subscribe or merge his stock in the capital stock of the said Atlantic, Mississippi and Ohio railroad company, without his consent, or accept on terms agreed to by such stockholder.

4. That whenever it shall appear to the satisfaction of such commissioners that a majority of the stock, as to shares held in the said Norfolk and Petersburg, Southside, Virginia and Tennessee, and Virginia and Kentucky railroads, or of that held in a majority of the said companies, by others than the State, has been subscribed to the capital stock of the said Atlantic, Mississippi and Ohio railroad company, a general meeting of the stockholders, so subscribing to the capital stock of the said Atlantic, Mississippi and Ohio railroad company, shall be held at such time and place as may be designated by the said commissioners; notice of the same to be given by publication in one or more newspapers published in the cities of Norfolk, Petersburg, Richmond, and Lynchburg, and in the town of Bristol-Goodson, unless it shall appear, at the joint meeting provided to be held by the terms of the preceding section of this act, that such amount of stock has been subscribed, in which event it shall be competent to proceed then and there to organize the said Atlantic, Mississippi and Ohio railroad company, as provided by the terms of this act.

5. That the stockholders of the said Atlantic, Mississippi and Ohio railroad company, may, at the general meeting hereinbefore provided, a majority of the stock subscribed being so represented, proceed, under the supervision of the said commissioners, to organize the said Atlantic, Mississippi and Ohio railroad company, and do such other things in furtherance of the objects of this act as may be lawful to be done; and finally, upon the organization of the said company, so authorized, the functions of the said commissioners shall determine, and the said Atlantic, Mississippi and Ohio railroad company shall be a body corporate and politic, vested with all the rights and privileges conferred by the laws of the Commonwealth, and subjected to such as apply to the railway corporations thereof generally.

6. That in the primary organization of the said Atlantic, Mississippi and Ohio railroad company, as herein provided, and in all subsequent meetings of the same, each stockholder shall be entitled to cast, in person or by proxy, one vote for each share of stock held in the said company; and at such primary organization it shall be competent to elect such number of directors as the stockholders may see fit, and to determine the mode of electing a president and directors.

7. That the said Atlantic, Mississippi and Ohio railroad company, at any time after its organization, shall have authority, should it so desire, to arrange with the Norfolk and Petersburg, Southside, Virginia and Tennessee, and Virginia and Kentucky railroad companies, or with any of the said companies, by lease or otherwise, for the use of the franchise and property of the same, upon such terms as may be agreed upon by their stockholders in any general meeting.

8. That the said Atlantic, Mississippi and Ohio railroad company, acting by such agent or agents as may be appointed by its president and board of directors, shall be entitled to represent in all

meetings of the stockholders of the said Norfolk and Petersburg, Southside, Virginia and Tennessee, and Virginia and Kentucky railroad companies—so long as there shall remain any such distinctive organizations, from the failure of a majority of the stockholders thereof to subscribe or merge their stock in the capital stock of the Atlantic, Mississippi and Ohio railroad company as herein provided—all the stock of the said companies which shall have been subscribed to the capital stock of the said Atlantic, Mississippi and Ohio railroad company, casting the same number of votes for each stockholder who may have so subscribed to the capital stock of the said Atlantic, Mississippi and Ohio railroad company, as such stockholder would be entitled to cast by law, if such subscription and transfer had not been made.

9. That upon the formation of the said Atlantic, Mississippi and Ohio railroad company, as provided by the terms of this act, the board of public works shall be and they are hereby empowered and directed to sell and transfer, for the consideration hereinafter mentioned, to the president and board of directors of the said Atlantic, Mississippi and Ohio railroad company, all the stock held by the Commonwealth in the said Norfolk and Petersburg, Southside, Virginia and Tennessee, and Virginia and Kentucky railroads, to be cancelled or distributed among the stockholders of the said Atlantic, Mississippi and Ohio railroad company, in the discretion of the stockholders of the said company; as the stock of other stockholders than the State shall as to each of the aforesaid companies become absorbed in that of the said Atlantic, Mississippi and Ohio railroad company, and the said company shall be authorized to appoint such number of directors in the said Norfolk and Petersburg, Southside, Virginia and Tennessee, and Virginia and Kentucky railroad companies, so long as there shall remain any such distinctive organizations, as the State now appoints; and upon all such stock so sold and transferred by the State, the said Atlantic, Mississippi and Ohio Railroad company, by such agent or agents as its president and board of directors may appoint, shall be entitled to vote at all meetings of the stockholders of the said Norfolk and Petersburg, Southside, Virginia and Tennessee, and Virginia and Kentucky railroad companies which may be thereafter held, casting the same number of votes as the State of Virginia would be entitled to cast by law, if such sale and transfer had not been made; and the board of public works are further empowered and directed to sell and assign or convey unto the president and board of directors of the said Atlantic, Mississippi and Ohio railroad company, all and whatever claims the State may hold or have against the said Norfolk and Petersburg, Southside, Virginia and Tennessee, and Virginia and Kentucky railroad companies, and in and with the said Atlantic, Mississippi and Ohio railroad company, every claim, right and privilege shall as firmly vest as to all such claims as were vested in and with the Commonwealth on account of the same.

10. That in consideration of the sales and transfers of claims and stocks herein authorized and directed to be made, the Commonwealth of Virginia shall thereafter be absolved from all and whatever liability for and by reason of her unsatisfied subscriptions to the Virginia and Kentucky railroad company, which it is conditioned shall be completed within six years after the organization of the said Atlantic, Mississippi and Ohio railroad company; and in addition, the Commonwealth of Virginia shall be entitled to receive four millions of Virginia bonds, or at the option of the said company, of money, payable by annual instalments of five hundred thousand dollars each, the first payment to be made during the year 1885; such payment of the four millions of bonds as aforesaid to be secured by a second mortgage upon the property of the said Atlantic, Mississippi and Ohio railroad company, to be duly executed to the board of public works of the State immediately upon the surrender of all the aforesaid

claims and stocks authorized to be sold. The said mortgage to be, in all respects, subordinate to such first mortgage or deed as the said Atlantic, Mississippi and Ohio railroad company may have made or may thereafter execute: provided, the amount of such first mortgage or deed shall not exceed the sum of fifteen millions of dollars; provided, that a part of such sum, equal in amount to all existing liens upon the roads to be consolidated, shall be set aside for and employed in the discharge of the same, and the remainder employed in the construction of the road to Cumberland Gap, and the repairs and improvement of the whole line, so that at no time shall the obligations of the line prior in dignity to such second mortgage to the State, exceed the said amount of fifteen millions of dollars; and provided, that the said four millions of State bonds shall bear interest, at six per cent., from the first day of July, 1880; the interest accruing thereon to be paid in lawful money of the United States, or, at the option of the Atlantic, Mississippi and Ohio railroad company, in State bonds, dollar for dollar; and provided further, that the said Atlantic, Mississippi and Ohio railroad company may, at their option, begin the annual payments in liquidation of said four millions of State bonds in the said year 1880, in which event the deferred payments shall bear interest from first July, 1880.

11. That it shall be lawful for the said Atlantic, Mississippi and Ohio railroad company to take subscriptions for any unsubscribed portion of their capital stock, and to receive in payment, at such rate or valuation as may be agreed, lands, materials, city or railroad bonds and stocks; and it shall be lawful for the cities of Norfolk, Petersburg and Lynchburg, and for the counties of Lee, Scott and Wise, to subscribe to the capital stock of the said Atlantic, Mississippi and Ohio railroad company in such sums as may be authorized by the qualified voters of such cities and counties voting upon the same; and to this end it shall be the duty of the councils of such cities, and the county courts of such counties, in their discretion, to cause a vote to be taken, in the manner prescribed by law, at such time as the president and board of directors of the said Atlantic, Mississippi and Ohio railroad company may ask.

12. That the said Atlantic, Mississippi and Ohio railroad company shall hold all lands acquired under this act in fee simple, with the right to sell and convey the same.

13. That it shall be lawful for the said Atlantic, Mississippi and Ohio railroad company to issue bonds, or other evidences of debt, at a rate of interest not exceeding the maximum prescribed by law, and to secure the payment of principle and interest by mortgage or otherwise; and it shall be lawful for the cities of Norfolk, Petersburg and Lynchburg, and for the counties of Scott, Lee and Wise, to guarantee such payment of any of the bonds or other evidences of debt so issued, whenever the qualified voters of such constituencies shall, in the manner provided in the eleventh section of this act, so authorize.

14. That as the stock of the said Norfolk and Petersburg, Southside, Virginia and Tennessee, and Virginia and Kentucky railroad companies, respectively, shall be absorbed by the said Atlantic, Mississippi and Ohio railroad company, as contemplated in the terms of this act, the said company shall become absolutely vested with all the rights of franchise and of property which belong to the same: provided that a separate account of the property, receipts and expenses, as to each of the aforesaid railroad companies intended to be absorbed by the operations of this act, shall be kept, in so far as to protect the claims and preserve the rights of such creditors and stockholders as to each of the said roads, as may remain unsatisfied by the Atlantic, Mississippi and Ohio railroad company.

15. That it shall be lawful for the said Atlantic, Mississippi and Ohio railroad company, upon such terms as shall be agreed upon, to consolidate with any railroad which may be constructed from Richmond to Lynchburg; provided, that in



the event of the failure of such consolidation, the said Atlantic, Mississippi and Ohio railroad company, and such railroad from Richmond to Lynchburg, shall mutually arrange for the interchange of passengers and freights, and the gauge of the two roads permitting, of cars, so that passengers and freights passing from and to the line of such road from Lynchburg to Richmond, shall be subject to no manner of discrimination.

16. That the said Atlantic, Mississippi and Ohio railroad company shall, as to freights and tonnage passing to or from the line of its railway, for or from Richmond and points on the line of the James River and Kanawha canal, allow the same pro rata charges as by the Southside railroad, and by other lines connecting with the said Atlantic, Mississippi and Ohio railroad at Lynchburg: provided, that in all computation of such rates with the canal, the same shall be made upon the basis or allowance of not less than seventy miles for the canal from Richmond to Lynchburg, and that the said canal shall not, by reason of this act, be divested of any right or privilege to which it is now entitled by an act passed March 6th, 1849, "authorizing a subscription for the Commonwealth to the stock of the Virginia and Tennessee railroad company," or by any other law.

17. The said Atlantic, Mississippi and Ohio railroad company shall allow any connecting work all proper facilities in and for the formation of a physical junction with the railway tracks of the same and for the interchange of freights and passengers. And the said Atlantic, Mississippi and Ohio railroad company shall make no higher rate of charge on passengers and freights coming from the line of any such connecting work and destined for any point on the line of the said Atlantic, Mississippi and Ohio railroad, or upon the passengers and freights coming from any point on said road, and destined for the line of any such connecting work, than is made by the said Atlantic, Mississippi and Ohio railroad company in the like class of passengers and freights for transportation over its own line for the same distance: provided, such connecting work shall observe the same rule in its charges for the transportation of such passengers and freights; and provided, further, that if either company shall so arrange its freight cars as to run upon the track of the other, they shall be received and transported to any point of destination on the line of such other road upon just principles as to the charges for moving, transporting, and delivering such freight cars, as may be agreed on by said companies; and provided, further, that the freight cars of such connecting road shall be of the same size, pattern, and plan, as those of the said Atlantic, Mississippi and Ohio road.

18. This act shall be in force from and after its passage.

#### Railroads in Massachusetts.

The following is a list of the most important railroad lines chartered by the last Legislature of Massachusetts:

	Miles.
Framingham to Lowell.....	26
Lancaster Railroad.....	13
Branch to Turner's Falls.....	4 3/4
Attleborough Branch.....	3 3/4
Boston and Lowell Railroad Branch to Mystic River.....	1 1/2
New Bedford and Middleborough.....	18
Shawmut.....	2 1/2
Southbridge and Palmer.....	21
Concord to Stow.....	8 3/4
Grafton and Milbury.....	7

The San Antonio and Mexican Gulf Railroad has been purchased by Messrs. Morgan, McComb & Co., for \$75,000, subject to a claim by the Government of the United States for \$50,000. The *Galveston News* says: "It is understood that there will be a consolidation of the Indianola and Austin charter with the Mexican Gulf and San Antonio road, and that the parties purchasing in-

tend to prosecute the work of extension to San Antonio, and to Austin so soon as the road to Lavaca and Victoria is repaired, and the junction of the Indianola road with the Mexican Gulf and San Antonio Railroad is effected."

#### Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of June, were:

	1869.	1870.
Manufactures of wool....	\$621,916	\$585,340
" cotton....	519,355	647,653
" silk....	1,120,366	1,225,481
" flax....	374,283	486,555
Miscellaneous dry goods..	339,853	491,540

Total entered for consump. \$2,975,773 \$3,436,569

#### WITHDRAWN FROM WAREHOUSE.

	1869.	1870.
Manufactures of wool....	\$348,987	\$294,201
" cotton....	195,042	178,490
" silk....	147,409	139,535
" flax....	179,288	260,843
Miscellaneous dry goods..	59,431	78,021

Total withdrawn from warehouse..... \$930,157 \$951,090  
Add entered for consump. 2,975,773 3,436,569

Tot. thrown on the market.. \$3,905,930 \$4,387,659

#### ENTERED FOR WAREHOUSING.

	1869.	1870.
Manufactures of wool....	\$506,102	\$468,729
" cotton....	246,223	152,848
" silk....	270,315	199,777
" flax....	280,209	264,432
Miscellaneous dry goods..	89,562	36,191

Total entered for wareh'g.. \$1,392,411 \$1,121,977

Total entered for consump. 2,975,773 3,436,569

Total entered at the port.. \$4,368,184 \$4,558,546

The imports of foreign dry goods at New York for six months from January 1, were:

#### ENTERED FOR CONSUMPTION.

	1869.	1870.
Manufactures of wool....	\$8,105,721	\$8,261,740
" cotton....	8,129,502	8,399,028
" silk....	10,430,224	10,891,380
" flax....	5,307,990	4,945,120
Miscellaneous dry goods..	3,551,341	4,723,329

Tot. entered for consump. \$35,524,778 \$37,220,597

#### WITHDRAWN FROM WAREHOUSE.

	1869.	1870.
Manufactures of wool....	\$5,031,417	\$5,261,344
" cotton....	2,421,681	3,513,955
" silk....	2,114,180	2,685,727
" flax....	2,607,644	3,256,767
Miscellaneous dry goods..	773,151	872,853

Total withdrawn from warehouse..... \$12,948,073 \$15,590,646  
Add entered for consump. 32,524,778 37,220,597

Total thrown on the market..... \$48,472,851 \$52,811,243

#### ENTERED FOR WAREHOUSING.

	1869.	1870.
Manufactures of wool....	\$5,428,238	\$4,952,863
" cotton....	2,567,462	3,243,267
" silk....	2,415,564	2,387,260
" flax....	2,868,123	2,513,121
Miscellaneous dry goods..	679,667	854,583

Total entered warehouse. \$13,959,054 \$13,951,094

Add entered for consump. 35,524,778 37,220,597

Total entered at the port.. \$49,483,832 \$51,171,691

Imports of foreign dry goods at New York for the fiscal year ending with June.

#### ENTERED FOR CONSUMPTION.

	1869.	1870.
Manufactures of wool....	\$16,775,597	\$16,531,040
" cotton....	12,761,019	13,035,365
" silk....	19,930,700	19,900,006
" flax....	9,572,605	9,091,385
Miscellaneous dry goods..	6,378,428	8,204,255

Total entered for consump. \$65,418,349 \$66,762,051

#### WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1869.	1870.
Manufactures of wool....	\$11,688,730	\$11,927,870
" cotton....	3,441,695	5,092,521
" silk....	4,126,317	5,400,988
" flax....	4,417,973	5,513,250
Miscellaneous dry goods..	1,258,524	1,384,247

Total withdrawn from warehouse..... \$24,933,239 \$29,318,876  
Add entered for consump. 65,418,349 66,762,051

T'al thrown on the market. \$90,351,588 \$96,080,927

#### ENTERED FOR WAREHOUSING.

	1869.	1870.
Manufactures of wool....	\$11,631,107	\$11,675,624
" cotton....	4,138,183	5,392,179
" silk....	4,784,005	5,528,684
" flax....	5,265,727	5,452,098
Miscellaneous dry goods..	1,262,421	1,608,640

Total entered for warehousing..... \$27,081,493 \$29,652,225  
Add entered for consump. 65,418,349 66,762,051

Total entered at port.... \$92,499,842 \$96,414,276

Imports of foreign dry goods at New York for the fiscal year ending June 30:

	1868.	1869.	1870.
July.....	\$6,532,575	\$6,971,547	\$7,936,470
August.....	12,608,019	12,853,606	12,775,441
September.....	7,351,223	8,457,768	8,956,602
October.....	5,882,793	5,702,189	6,059,108
November..	4,397,398	5,514,392	5,746,185
December....	3,092,350	3,516,508	3,768,779
January.....	5,119,359	7,661,015	7,629,753
February....	8,574,770	9,201,193	10,796,404
March.....	9,361,654	13,321,059	12,983,106
April.....	4,826,418	7,938,674	7,982,484
May.....	5,825,994	6,993,707	7,221,398
June.....	4,181,629	4,368,184	4,558,546

\$77,254,182 \$92,499,842 \$96,414,276

Imports of dry goods at New York for the year ending with June.

	1868-9.	1869-70.
Manufactures of wool....	\$28,406,704	\$28,206,664
" cotton....	16,899,202	18,427,544
" silk....	24,714,705	25,428,690
" flax....	14,838,332	14,543,483
Miscellaneous dry goods..	7,640,899	9,807,895

Total imports..... \$92,499,842 \$96,414,276

The imports of foreign dry goods at New York.

Year.	Value.
1850-1.....	\$64,613,747
1851-2.....	57,221,062
1852-3.....	79,192,513
1853-4.....	92,389,627
1854-5.....	62,918,443
1855-6.....	85,898,690
1856-7.....	92,669,088
1857-8.....	67,817,736
1858-9.....	93,549,083
1859-60.....	107,843,205
1860-1.....	83,310,345
1861-2.....	38,155,720
1862-3.....	61,963,087
1863-4.....	83,234,966
1864-5.....	49,853,939
1865-6.....	137,055,834
1866-7.....	108,407,278
1867-8.....	77,254,182
1868-9.....	92,499,842
1869-70.....	96,414,276

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,774,824	J. & J.	Jul. '69 8	Hartford and New Haven...100	3,300,000	J. A. J. & O.	July '70 3	Portl., Saco & Portsmouth...100	\$1,500,000	J. & D.	Jun. '70 3
American Central...100	800,000	J. & J.	Jan. '70 4	Hannibal and St. Joseph...100	3,000,000	J. & J.	Aug. '70 3	Providence & Worcester...100	1,800,000	J. & J.	July '70 5
Atlantic and West Point...100	1,232,200	J. & J.	Jan. '70 4	Do. do. pref. 100	6,233,830	J. & J.	Aug. '70 3	Raleigh and Gaston...100	1,800,000	J. & J.	Jul. '69 3
Atlantic & N. Carolina...100	6,545,225	J. & J.	Jan. '70 4	Hanover Branch, Pa. 50	116,850	M. & N.	May '70 5	Rensselaer and Saratoga...100	3,000,000	A. & O.	Apl. '70 3
Atlantic & Gt. Western 50	25,379,923	J. & J.	Jan. '70 4	Housatonic...100	820,000	J. & J.	July '70 4	Richmond and Danville...100	2,000,000	J. & J.	Aug. '70 3
Do. pref. 50	1,919,000	J. & J.	Jan. '70 4	Do. pref. 100	1,180,000	J. & J.	July '70 4	Richmond and Petersburg...100	847,100	J. & J.	Aug. '70 3
Atlantic & St. Lawrence...100	2,494,900	M. & S.	Mar. '70 2	Huntingdon & B'd Top 50	494,380	J. & J.	Jan. '70 3	Rich. Fred. and Potomac...100	1,041,800	J. & J.	Nov. '69 2
Augusta and Savannah...100	733,700	J. & J.	Jan. '70 3	Do. pref. 50	190,750	J. & J.	Jan. '70 3	Rockport...100	88,400	J. & J.	Nov. '69 2
Baltimore and Ohio...100	16,151,962	A. & O.	Apl. '70 4	Illinois Central...100	25,278,710	F. & A.	Aug. '70 5	Rome, Watert. and Ogden...100	2,400,000	J. & J.	July '70 5
Do. Washington Br. 100	2,680,000	A. & O.	Apl. '70 4	Indianapolis, Cin. & Lafay. 50	6,185,897	M. & S.	Sep. '67 4	Rutland preferred...100	1,000,000	F. & A.	Feb. '69 3
Baltimore City Passenger 100	970,000	F. & A.	Feb. '70 3	Jefferson, Mad. & Ind. 100	2,000,000	J. & J.	Jan. '69 5	St. L. Alf. and T. Haute...100	2,300,000	Annual	June '69 7
Bay de Noque & Marq. 100	1,250,000	A. & O.	Apl. '68 3	Joliet and Chicago...100	1,500,000	J. A. J. & O.	Jan. '70 1	Do. pref. 100	2,040,000	J. & J.	Jan. '70 24
Belvidere Delaware...100	996,250	J. A. J. & O.	July '70 1	Joliet and North Indiana...100	300,000	J. & J.	Jan. '70 4	St. L. Jack'n.v. and Ohio...100	1,469,429	J. & J.	Jan. '70 6
Berkshire...100	600,000	J. & J.	Dec. '69 2	Lake Shore & Mich. So. 100	35,000,000	F. & A.	Aug. '70 4	Sandusky and Cincinnati...100	2,082,000	M. & N.	Nov. '69 3
Blossburg & Corning...100	250,000	J. & D.	Dec. '69 2	Do. guar. 100	533,500	F. & A.	Aug. '70 4	Do. pref. 100	445,596	J. & J.	Jan. '70 24
Boston and Albany...100	13,725,100	J. & J.	July '70 5	Lackawanna & Bloomab. 50	1,335,000	J. & J.	Jan. '70 2	Sand. Manaf. and Newark...100	901,241	J. & J.	Jan. '70 3
Boston and Chelsea...100	110,000	A. & O.	Apl. '70 4	Leeds and Farmington...100	1,180,000	J. & J.	Jan. '70 2	Savannah and Charleston...100	1,000,000	J. & J.	Jan. '70 3
Boston, Concord & Mont. 100	459,400	M. & N.	May '70 3	Lehigh and Mahanoy...100	2,158,565	J. & J.	Jan. '70 2	Schuykill and Susqueh. 50	1,299,150	J. & J.	Jan. '70 3
Do. pref. 100	1,240,400	M. & N.	May '70 3	Lehigh and Susquehanna...100	8,739,800	M. & N.	May '70 3	Second and Third St. (Ph.) 50	293,757	J. & J.	Jan. '70 3
Boston and Lowell...100	1,891,500	J. & J.	July '70 4	Lehigh Valley...100	10,731,400	J. A. J. & O.	Jul. '70 2	Schuykill Valley...100	576,050	J. & J.	Jan. '70 24
Boston and Providence...100	4,076,974	J. & J.	July '70 5	Lehigh Luzerne...100	344,850	J. & J.	Jan. '69 4	Seaboard and Roanoke...100	868,200	J. & J.	Jan. '70 24
Boston and Concord...100	3,380,000	J. & J.	July '70 5	Little Miami...100	3,572,400	J. & D.	Jun. '70 4	Second Avenue (N. Y.)...100	670,000	J. & J.	Jan. '70 24
Broadway (South Boston) 50	400,000	J. A. J. O.	July '70 2	Little Schuylkill...100	2,614,100	J. & J.	Jan. '70 3	Shamokin V. and Potomac...100	868,450	F. & A.	Feb. '70 3
Broadway & 7th Av. (N. Y.) 100	1,000,000	F. M. A. N.	Nov. '69 3	Lomb and South St. (Ph.) 25	90,000	J. & J.	Jan. '70 3	Shore Line...100	682,200	J. & J.	Jan. '70 6
Brooklyn City & New'n 100	399,800	J. & J.	Nov. '69 3	Long Island...100	8,000,000	F. M. A. N.	Aug. '69 2	Sixth Avenue (N. Y.)...100	750,000	J. & J.	Jan. '70 6
Brooklyn City & Pitts. 100	1,100,000	M. & N.	Nov. '69 3	Louis, Cin. and Lex. 50	1,621,736	J. & J.	Jul. '69 3	Somerville...100	75,000	M. & N.	May '70 3
Buffalo, Bradford & Pitts. 100	950,000	M. & N.	Nov. '69 3	Do. pref. 100	848,315	J. & J.	Jan. '70 3	South Carolina...100	5,819,275	J. & J.	Jan. '70 3
Buff. New York & Erie...100	5,000,000	F. & A.	Aug. '69 4	Louisville and Nashville...100	8,780,501	F. & A.	Feb. '70 3	South Shore...100	259,655	J. & J.	Jul. '68 3
Buffalo and Erie...100	727,800	A. & O.	Apl. '70 4	Louis, N. Alb. & Chicago...100	2,800,000	A. & O.	Feb. '70 3	South Western Georgia...100	3,393,900	F. & A.	Jul. '70 4
Cambridge Horse (Boston) 100	5,000,000	F. & A.	Feb. '70 5	Lowell and Lawrence...100	200,000	A. & O.	Apl. '70 3	Staten Island...100	660,000	J. & J.	Jul. '67 4
Camden and Amboy...100	600,000	J. & J.	July '69 3	Lowell Horse...100	55,330	J. & J.	Jan. '70 3	Stony Brook...100	287,800	M. & N.	May '70 3
Camden and Burlington Co. 100	331,000	J. & J.	July '69 3	Macon and Western...100	2,000,000	J. & J.	July '70 5	Steuersville and Indiana...100	1,983,141	J. & J.	Jan. '70 3
Cape Cod...100	721,928	J. & J.	July '70 5	Mahanoy & B'd Mount'n 50	1,876,915	J. & J.	July '70 5	Stockbridge & Pittsfield...100	448,700	F. & A.	Feb. '70 3
Cape May and Millville 50	447,000	J. & D.	June '70 3	Maine Central...100	1,811,500	M. & N.	May '70 5	Summit Branch...100	250,000	J. & J.	Feb. '70 3
Catawissa...100	1,150,000	M. & N.	May '70 3	Manchester & Lawrence...100	1,000,000	M. & N.	May '70 5	Syr., Bingham, and N. Y. 100	1,314,130	J. & J.	Jun. '70 4
Catawissa, pref. 100	2,200,000	M. & N.	May '70 3	Marietta & Cincinnati...100	3,029,778	M. & S.	Sep. '68 3	Taunton Branch...100	250,000	J. & J.	Jun. '70 4
Cayuga & Susquehanna...100	589,110	M. & N.	May '69 3	Do. 2d pref. 50	8,130,719	M. & S.	Sep. '68 3	Tennessee and Alabama...100	595,922	J. & J.	Nov. '69 4
Cedar Rapids & Mo. pref. 100	765,000	M. & N.	May '69 3	Do. 1st pref. 50	4,460,368	M. & S.	Sep. '68 3	Terre Haute and Indiana...100	1,983,150	J. & J.	Nov. '69 4
Central of Georgia...100	4,688,800	J. & J.	July '70 4	Memphis and Charleston...100	5,312,725	J. & J.	June '69 3	Third Avenue (N. Y.)...100	1,750,000	J. & J.	Nov. '69 4
Central of New Jersey...100	15,000,000	J. & J.	July '70 4	Memphis and Ohio...100	570,000	J. & J.	July '70 5	Thirteenth and Fif. (Ph.) 50	2,700,000	J. & J.	July '70 3
Central Ohio...100	2,900,000	J. & D.	June '70 1	Metropolitan (Boston)...100	1,250,000	J. & J.	July '70 5	Tol., Peoria and Warsaw...100	1,700,000	J. & J.	January, 1870, 11.45
Do. pref. 100	400,000	J. & D.	June '70 1	Michigan Central...100	11,197,248	J. & J.	July '70 5	Do. (E. D.) pref. 100	1,700,000	J. & J.	January, 1870, 11.45
Gen. Park, N. & E. River...100	970,000	J. & J.	Jan. '70 3	Middlesex (Boston)...100	400,000	A. & O.	Apl. '70 3	Do. (W. D.) pref. 100	1,300,000	J. & J.	Jan. '70 3
Chenango...100	380,000	J. A. J. & O.	Jan. '70 3	Mill Creek and Minehill...100	323,375	J. & J.	Jan. '70 3	Tol., Wabash and West...100	11,700,000	M. & N.	May '70 3
Cheshire, preferred...100	2,017,825	J. & J.	Jan. '70 3	Millville and Glassboro...100	405,020	F. & A.	Feb. '70 5	Do. pref. 100	1,000,000	J. & J.	May '70 3
Chicago and Alton...100	5,141,800	M. & S.	Mar. '70 5	Millw. & Prairie du Chien...100	1,000,000	J. & J.	Feb. '70 5	Troy and Boston...100	607,111	J. & D.	Jun. '67 3
Do. pref. 100	2,425,400	M. & S.	Mar. '70 5	Do. 1st pref. 100	1,000,000	J. & J.	Feb. '70 5	Troy and Greenbush...100	274,400	J. & D.	Jun. '67 3
Chicago, Burl. & Quincy 50	13,825,025	M. & S.	Mar. '70 5	Do. pref. 100	7,665,104	Feb. 1870	Feb. 1870	Union Transport'n (Bos.)...100	200,000	J. & J.	Jun. '67 3
Chicago and Iowa & Nebraska...100	2,600,000	J. & J.	July '70 6	Do. pref. 100	9,744,263	Feb. 1870	Feb. 1870	Union (Phila.)...100	291,475	J. & J.	July '70 3
Chicago and Milwaukee...100	2,227,000	J. & J.	July '70 6	M. Hill & Schuyk. Haven 50	2,775,600	J. & J.	Jul. '70 3	Utica and Black River...100	834,400	J. & J.	Jan. '70 4
Chicago & N. Western...100	14,590,162	J. & D.	Dec. '69 4	Mobile and Ohio...100	3,762,400	J. & J.	Dec. '67 4	Vermont and Canada...100	2,500,000	J. & D.	Jan. '70 4
Do. pref. 100	13,159,097	J. & D.	Dec. '69 4	Montgomery & W. Point...100	1,644,104	J. & D.	Dec. '67 4	Vermont Central...100	5,000,000	J. & J.	July '70 0
Chicago, R. I. & Pacific...100	16,000,000	A. & O.	Apl. '70 3	Morris and Essex...100	7,880,100	J. & J.	Jan. '70 3	Vermont and Massachusetts...100	2,800,000	J. & J.	July '70 0
Cin. Ham. & Dayton...100	3,500,000	A. & O.	Apl. '70 3	Mt. Carbon & Ft. Carbon 50	282,350	J. & J.	May '70 3	Vicksburg and Meridian...100	387,400	J. & J.	Jan. '70 3
Cincinnati City Passenger 100	1,000,000	J. & J.	Jan. '68 2	Nashua and Lowell...100	720,000	M. & N.	May '70 5	Virginia Central...100	2,853,679	J. & J.	Jan. '70 3
Do. Street...100	393,073	M. & N.	Nov. '69 3	Nashville & Chattanooga...100	2,056,544	F. & A.	Feb. '70 5	Western Union...100	3,506,300	J. & J.	Jan. '70 3
Cin. Sand. & Cleve. pref. 50	192,750	J. & J.	July '70 7	Naugatuck...100	1,436,600	F. & A.	Feb. '70 5	West Jersey...100	2,707,686	F. & A.	Feb. '70 5
Citizens' Passenger (Phila.) 100	10,450,000	F. & A.	Feb. '70 3	New Bedford & Taunton...100	500,000	J. & J.	July '70 4	West Philadelphia...100	1,209,000	J. & J.	Jan. '70 5
Clev., Col. Cin. & Ind. 100	2,056,400	M. & N.	May '70 3	New Haven & N. London...100	788,538	J. & J.	Jan. '70 4	Wilm. and Weldon...100	249,100	J. & J.	Jan. '70 5
Cleveland & Mahoning...100	5,958,775	J. A. J. & O.	Apl. '70 2	New Jersey...100	6,250,000	F. & A.	Feb. '70 5	Winchester and Potomac...100	1,463,775	J. & J.	Jan. '70 3
Cleveland and Pittsburg...100	5,000,000	F. & A.	Feb. '70 3	New London Northern...100	895,000	A. & O.	Apr. '70 4	Worcester and Nashua...100	1,537,850	J. & J.	Jul. '70 5
Cleveland and Toledo...100	10,460,900	J. & J.	Jan. '70 6	N. Y. Central & Hudson R. 100	45,000,000	A. & O.	Apr. '70 4	Do. pref. 100	1,812,600	J. & D.	June '70 3
Col., Chi. & Indiana Cen. 100	1,789,200	J. & D.	June '70 4	Do. pref. 100	21,491,450	A. & O.	Apr. '70 4	Chesapeake and Delaware 50	1,518,903	J. & D.	June '70 3
Columbus and Xenia...100	1,500,000	M. & N.	May '70 5	Do. old int. cer. 100	22,829,000	A. & O.	Apr. '70 4	Chesapeake and Ohio...100	8,228,596	F. & A.	Feb. '70 4
Concord...100	350,000	J. & J.	July '70 3	New York and Harlem...100	5,500,000	J. & J.	July '70 5	Delaware Division...100	1,633,350	F. & A.	Feb. '70 5
Concord & Forta, guar. 100	500,000	J. & J.	July '70 3	Do. pref. 100	1,500,000	J. & J.	July '70 5	Delaware and Hudson...100	10,000,000	F. & A.	Feb. '70 5
Concord Island & Brooklyn 100	139,000	F. & A.	Feb. '70 3	New York & New Haven...100	9,000,000	J. & J.	July '70 5	Delaware and Raritan...100	2,521,300	F. & A.	Feb. '70 5
Conn. & Passum. Rivers 100	1,822,100	J. & J.	July '70 5	N. Y., Provid. & Boston...100	2,000,000	J. & J.	Jan. '70 3	Erie of Pennsylvania...100	64,000	M. & N.	May '67 3
Do. do. pref. 100	1,700,000	J. & J.	July '70 5	Niag. Bridge & Cananda...100	1,000,000	J. & J.	Jan. '70 3	Lehigh Coal and Navigat. 60	8,739,800	J. & J.	Jan. '69 3
Connecticut River...100	1,316,900	A. & O.	Apl. '70 4	Ninth Avenue...100	797,400	J. & J.	Jan. '70 3	Monongahela Navigation...100	728,100	F. & A.	Feb. '67 3
Cumberland Valley...100	400,000	J. & J.	Jan. '70 3	Norfolk & Petersburg guar. 100	137,500	J. & J.	Jan. '70 3	Morris (consolidated)...100	1,025,000	F. & A.	Feb. '67 3
Danbury and Newwicks...100	2,390,648	J. & J.	Jan. '70 3	North Carolina...100	4,000,000	M. & N.	May '67 4	Do. (preferred)...100	1,175,000	F. & A.	Feb. '67 5
Dayton and Michigan...100	594,280	J. & J.	Jan. '70 3	Northern Central...100	5,000,000	J. & D.	June '70 4	Pennsylvania...100	4,300,000	F. & A.	Feb. '67 6
Delaware...100	1,820,000	J. & J.	Jan. '70 6	North Eastern (N. C.) pref. 100	155,000	J. & J.	Jan. '70 5	Schuyk. Navigation (cons.) 60	1,908,207	F. & A.	Feb. '67 6
Del. Lackaw. & Western...100	13,886,020	J. & J.	Jan. '70 6	Northern of N. Hampsh...100	3,065,400	J. & D.	June '70 4	Do. (pref.)...100	2,888,800	F. & A.	Feb. '67 6
Des Moines Valley...100	1,820,200	J. & J.	Jan. '70 6	North Pennsylvania...100	3,150,150	J. & J.	Jan. '70 5	Susq. and Tide Water...100	2,002,746	J. & J.	Jan. '70 3
Detroit & Milwaukee...100	452,350	J. & J.	Jan. '70 6	Norwich & Worcester...100	2,386,500	J. & J.	Jan. '70 5	Do. pref. 100	2,907,850	J. & J.	Jan. '70 3
Do. pref. 100	2,095,000	F. M. A. N.	May '70 2	Ogdensb. & L. Champ'n...100	3,040,900	J. & J.	Jan. '70 5	W. Branch and Susq...100	1,100,000	J. & J.	Jan. '



## RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867.....	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,560	212,109	128,168	75,871	1,421,625
1868.....	64,463	86,937	81,396	96,481	106,835	156,720	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869.....	212,604	218,982	391,308	485,048	568,270	556,080	532,657	511,854	609,788	579,642	535,366	410,000	5,611,699
1870.....	331,568	313,325	383,799	521,036	761,285	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1863.....	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864.....	100,991	154,418	196,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	262,015	2,770,484
1865.....	230,503	275,283	299,063	258,480	322,278	355,270	335,955	409,251	401,280	357,956	307,919	236,824	3,840,092
1866.....	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867.....	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	405,999	426,752	359,102	330,160	3,892,861
1868.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869.....	343,182	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	403,691	348,995	4,682,505
1870.....	293,978	323,825	344,366	334,653	395,044	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864.....	153,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,890	324,865	336,617	321,037	3,095,470
1865.....	305,554	246,331	289,403	234,612	321,818	324,121	306,231	389,489	307,523	270,073	201,779	8,313,514	3,813,514
1866.....	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	200,268	3,682,922
1867.....	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,388,614
1868.....	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	429,589	433,435	4,797,464
1869.....	353,319	308,208	398,740	388,386	449,232	523,541	455,007	632,652	736,555	584,156	474,238	393,468	5,684,109
1870.....	401,275	449,665	500,393	443,300	507,900	529,512	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1864.....	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1865.....	523,566	399,917	523,745	537,519	558,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,450
1866.....	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,580	879,900	11,682,737
1867.....	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,667	1,107,084	1,001,987	18,384,471
1868.....	892,092	830,286	1,142,166	1,268,442	1,258,284	1,167,156	1,082,514	1,321,139	1,414,231	1,414,231	1,144,029	867,830	13,622,567
1870.....	781,283	755,404	872,115	930,636	1,212,081	1,154,520	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1863.....	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1864.....	204,112	180,840	236,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870.....	201,500	218,000	244,161	246,046	260,169	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862.....	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863.....	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,631	4,571,028
1864.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	667,141	603,402	6,329,447
1865.....	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,205
1866.....	603,053	505,266	605,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867.....	647,120	624,871	417,071	440,271	477,027	516,943	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868.....	587,443	586,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,617,629
1869.....	659,138	524,693	659,645	669,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,828,482
1870.....	654,587	663,391	694,374	597,571	695,253	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1863.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,452	123,802	1,201,239
1864.....	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1865.....	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1866.....	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,622
1870.....	90,177	98,275	101,379	106,246	110,213	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1864.....	256,600	304,445	308,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865.....	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866.....	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,215	4,650,828
1867.....	305,857	311,088	395,372	337,749	337,749	307,968	313,130	434,314	488,388	530,871	429,785	380,034	4,663,508
1868.....	338,021	338,021	378,735	452,429	399,300	365,117	308,502	437,600	521,326	643,886	436,309	487,063	4,951,158
1869.....	1,006,998*	800,593*	1,140,000*	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870.....	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862.....	230,159	159,658	151,902	175,696	186,089	174,002	172,189	216,624	295,956	322,389	307,474	258,634	2,660,702
1863.....	242,078	245,858	236,432	238,495	236,453	206,221	193,328	415,449	308,168	375,488	339,794	306,186	3,168,065
1864.....	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865.....	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,664	447,570	328,870	4,520,560
1866.....	282,439	337,158	343,737	365,196	335,083	324,966	313,001	360,646	429,177	493,640	414,604	388,669	4,260,115
1867.....	304,095	285,661	375,210	332,783	333,952	324,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,015
1868.....	343,316	304,315	326,890	415,758	369,236	325,501	321,013	398,942	456,973	511,820	410,826	390,671	4,509,671
1869.....	384,120	320,636	386,527	411,514	403,646	366,623	329,950	393,569	473,540	490,772	448,419	374,642	4,744,164
1870.....	337,992	329,128	380,430	412,030	409,283	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	458,323	5,683,603
1868.....	399,228	321,203	333,508	436,412	565,718	458,191	423,398	622,682	1,024,045	1,037,464	556,917	468,880	6,517,646
1869.....	454,590	330,400	420,951	460,288	630,844	678,923	586,531	625,547	724,732	1,040,102	801,195	696,563	7,230,669
1870.....	396,171	382,823	377,000	443,132	730,700	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869.....	119,721	94,927	136,263	146,154	139,000	.....	.....	.....	.....	.....	.....	.....	.....
1870.....	213,101	196,207	239,161	269,490	259,000	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864.....	210,329	200,466	269,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865.....	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,349	372,618	412,553	284,319	3,793,005
1866.....	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	30		

		Interest.		Amounts outstanding.		Rate.		Payable.		WHEN PAY-ABLE.		Market Price.	
* Indicates that no interest is paid.													
National Securities July 1, 1870.													
Loan of June 14, 1868	registered coupon	\$20,000,000	5	Jan. & July.	1874	107							
Loan of June 22, 1860	registered coupon	7,022,000	5	"	"	"							
Loans of Feb. 8, July 1, Aug. 3, '61	registered coupon	282,733,100	5	"	"	"							
Oregon War Bonds of March 2, 1861		945,000	5	"	"	"							
Loan of Feb. 25, 1862	(5-20s) registered coupon	514,771,600	5	May & Nov.	1881	112							
Loan of March 3, 1864	(5-20s) registered coupon	3,882,500	5	"	"	"							
Loan of June 30, 1864	(5-20s) registered coupon	125,561,300	5	"	"	"							
Loan of March 3, 1866	(5-20s) registered coupon	203,327,250	5	"	"	"							
2d series (5-20s) registered coupon		332,908,950	5	Jan. & July.	1886	110							
3d series (5-20s) registered coupon		379,602,350	5	"	"	"							
4th series (5-20s) registered coupon		42,539,350	5	"	"	"							
Loan of March 3, 1864	(10-40s) registered coupon	194,567,300	5	Mar. & Sept.	1904	108							
Pacific R. R. Bonds	(currency)	64,457,320	5	Jan. & July.	1904	114							
Certificates of Mar. 2, 1867, and July 25, 1868		45,545,000	3	"	Dem.	"							
Navy Pension Fund of July 23, 1868		14,000,000	3	"	Dem.	"							
Loans of 1842, 1847 and 1848		62,050	5	"	Due.	"							
Texas Indemnity Bonds of Sept. 9, 1850		242,000	5	"	Due.	"							
Treasury Notes prior to 1857		69,625	var	"	Due.	"							
Treasury Notes of 1857, '61 and '63		253,472	7.5	"	Due.	"							
Treasury Notes (7-30s)		661,000	6	"	Due.	"							
Certificates of Indebtedness		5,000	6	"	Due.	"							
Compound Interest Notes of 1863 and 1864		2,162,910	var	"	Due.	"							
Temporary Loan of June 30, 1864		181,310	var	"	Due.	"							
U. S. Notes (greenbacks)		350,106,256	var	"	Due.	"							
Fractional Currency		39,678,684	var	"	Due.	"							
State Securities, Interest dates.													
Alabama—State Bonds	(extended)	168,900	5	May & Nov.	1872	76							
	(sterling)	2,414,900	5	"	'83-'85								
	(new) (extended)	770,500	5	Jan. & July.	'70-'86								
Arkansas—State Bonds (Real Estate Bank)		732,800	5	"	1886								
	(State Bank)	660,200	5	"	'94-'95	99							
California—Civil Bonds of 1867		886,000	6	April & Oct.	1861								
	1860	440,000	6	Jan. & July.	1868								
	Soldiers' Relief Bonds	3,066,500	7	Jan. & July.	1877	112							
	Bounty Bonds	177,500	7	"	1880								
Connecticut—War Bonds, My '61 (10 or 20yr)		470,500	7	"	'83-'85								
	Nov. 1863	982,000	7	"	'83-'85								
	My '64 (10 or 20yr)		6	Jan. & July.	'71-'81	99							
	May 1, 1865, (free)		6	"	'72-'82								
	(various) registered		6	"	1883	99							
Florida—State Bonds		867,500	6	April & Oct.	'74-'78								
			6	"	1885								
Georgia—State Bonds (W. & A. R. R.)		500,000	5	Various.	Var.								
			5	Jan. & July.	Var.								
	(Act March 12, 1860)	100,009	7	Jan. & July.	1870								
	(W. & A. R. R.)	176,000	7	May & Oct.	1870	92							
	(Atl. and Gulf R. R.)	3,164,500	7	Jan. & July.	1870								
	(sterling)	1,619,000	6	"	'68-'74	88							
Illinois—New Internal Improvement Stock		75,000	6	May & Oct.	1874								
	Interest Bonds	734,000	6	Feb. & Aug.	'78-'86								
	Liquidation Bonds	72,000	5	Mar. & Sept.	1869								
	Refunded Stock	1,635,954	6	Jan. & July.	1870								
	Thornton Loan Bonds	996,649	6	"	1877								
	War Loan Bonds	193,400	6	"	1865	100							
	Ill. and Mich. Canal	986,900	6	"	'69-'77								
	(sterling)	104,000	6	"	1869	100							
	(registered)	543,200	6	"	1879	101							
Indiana—State Bonds		792,222	6	"	1870								
		535,367	6	"	1870								
Iowa—State Bonds		2,322,925	5	Jan. & July.	1866								
	War Loan Bonds	210,000	6	May & Nov.	1888								
Kansas—War Bonds, 1861-'67		200,000	7	Jan. & July.	1868								
	Territorial Debt Bonds	300,000	7	"	1881								
Kentucky—State Bonds		750,000	7	Jan. & July.	'76-'79								
		100,000	6	July.	'83-'84								
Louisiana—State Bonds (Schools, &c.)		1,421,000	6	April & Oct.	'71-'72								
	(Railroads)	339,000	6	May & Nov.	1879	98							
	(Charity Hospital)	160,000	5	April & Oct.	'69-'73								
	(Levees)	635,000	5	Various.	'80-'93								
	(1867)	694,500	6	Jan. & July.	1893								
	(1868)	2,092,000	6	Various.	'69-'96								
	(Funding)	86,000	6	Mar. & Sept.	1872	78							
Maine—Civil Loans		1,000,000	5	Various.	1886								
		2,414,000	5	May & Nov.	1907	77							
		3,000,000	5	"	1908	95							
		494,900	5	Various.	'86-'88	78							
		250,000	6	Mar. & Sept.	'89-'74								
		171,000	6	Various.	'75-'78								
		800,000	6	"	1871	101							
		525,000	6	Mar. & Sept.	1883	98							
		2,832,500	6	June & Dec.	1889	98							
		475,000	6	Feb. & Aug.	1880	98							
Maryland—Sterling Bonds of 1838		802,000	5	J. A. J. & O.	1865								
	converted	2,262,112	5	"	'89-'90								
		1,214,580	5	"	'89-'90								
		269,000	5	"	1890	98							
		24,000	5	"	1880								
		1,438,428	5	"	'70-'85	95							
		525,008	5	"	'89-'99								
		46,232	5	"	1890	79							
		2,040,100	5	"	1883	102							
		100,000	5	"	1873								
Massachusetts—Western R. R. Loan, sterling													
		3,578,696	5	April & Oct.	'69-'88								
		3,566,580	5	"	'88-'90								
		1,166,500	5	"	'90-'94	97							
		200,000	5	Jan. & July.	'69-'71								
		400,000	5	"	1877	106							
		290,400	5	"	1900								
		171,000	5	Various.	1870								
		117,000	5	"	1872								
		125,000	5	April & Oct.	1873								
		244,000	5	Various.	1874	103							
		162,000	5	June & Dec.	'70-'72	111							
		50,000	5	"	1877	105							
		200,000	5	Jan. & July.	1871	111							
		650,000	5	"	'72-'73	106							
		730,000	5	"	'74-'76	108							
		1,430,000	5	"	'77-'78	95							
		600,000	5	May & Nov.	1880								
		200,000	5	Jan. & July.	1883	98							
		4,000,744	5	May & Nov.	1894								
		4,379,500	5	"	1894	97							
		885,000	5	Jan. & July.	1883	96							
		3,505,000	5	Mar. & Sept.	1886	100							
		919,324	5	Var.	3 yrs.								
		85,000	5	Jan. & July.	1879								
		200,000	5	"	1878								
		1,725,000	5	"	'73-'83	93							
		800,000	5	"	1886								
		463,000	5	May & Nov.	1890	101							
		2,275,000	5	Jan. & July.	1883								
		7,000,000	5	Jan. & July.	'41-'71	93							
		453,000	5	Jan. & July.	'62-'90	91							
		2,830,000	5	"	'82-'90	91							
		13,734,000	5	"	'81-'87	92							
		1,589,000	5	"	'81-'85	92							
		3,000,000	5	"	'81-'85	92							
Michigan—Sault Canal Bonds													
		85,000	5	Jan. & July.	1879								
		200,000	5	"	1878								
		1,725,000	5	"	'73-'83	93							
		800,000	5	"	1886								
		463,000	5	May & Nov.	1890	101							
		2,275,000	5	Jan. & July.	1883								
		7,000,000	5	Jan. & July.	'41-'71	93							
		453,000	5	Jan. & July.	'62-'90	91							
		2,830,000	5	"	'82-'90	91							
		13,734,000	5	"	'81-'87	92							
		1,589,000	5	"	'81-'85	92							
		3,000,000	5	"	'81-'85	92							
Minnesota—Railroad Loan													
		2,275,000	5	Jan. & July.	1883								
		7,000,000	5	Jan. & July.	'41-'71	93							
		453,000	5	Jan. & July.	'62-'90	91							
		2,830,000	5	"	'82-'90	91							
		13,734,000	5	"	'81-'87	92							



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Catawissa:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	\$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Albany and Susquehanna:							Cedar Falls and Minnesota:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
Albany City Loan.....	1,000,000	6	May & Nov.	" "	1895	....	1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
2d Mortgage for \$2,000,000.....	2,000,000	7	April & Oct.	" "	1885	94	Cedar Rapids and Missouri River:						
3d Mortgage.....	175,000	7	May & Nov.	" "	1889	....	1st Mortgage.....	3,586	7	Jan. & July.	New York.	1916	87½
Allegheny Valley:							Central Branch Union Pacific:						
General Mortgage.....	3,785,000	7.3	Jan. & July.	New York.	1896	....	1st Mort. (Atchison & Pike's P.)	1,000,000	6*	May & Nov.	New York.	'95-'96	....
1st Mortgage Eastern Ex.....	59,000	....	....	....	....	....	2d Mortgage Govern't subsidy.	1,000,000	6	Jan. & July.	" "	'95-'96	....
Bonds to State of Pennsylvania.	3,500,000	....	....	....	....	....	Central of Georgia:						
Androscoquin:							1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	98½
1st Mortgage.....	425,000	6	April & Oct.	Portland.	1890	....	Central of New Jersey:						
Atlantic and Great Western:							1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	100
1st Mortgage (New York).....	7*	7*	April & Oct.	London.	1879	....	2d Mortgage.....	800,000	7	May & Nov.	" "	1875	103
1st Mortgage (Pennsylvania).....	6,000,000	7*	" "	" "	1877	....	New Loan for \$5,000,000.....	1,500,000	7	Feb. & Aug.	" "	1890	102½
1st Mortgage (Ohio).....	7*	7*	" "	New York.	1876	....	Central Ohio:						
1st Mortgage (Franklin Branch)	7*	7*	June & Dec.	London.	1882	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	84½
1st Mortgage (Buffalo Extension)	7*	7*	April & Oct.	" "	1884	....	Central Pacific of California:						
1st Mortgage (Silver Creek Br.)	7*	7*	March & Sept.	" "	1884	....	1st Mortgage (on 725 m.) free.....	26,010,000	6*	Jan. & July.	New York.	1895	90½
2d Mortgage (New York).....	3,000,000	7*	April & Oct.	New York.	1881	....	2d Mortgage (paid by Cal.).....	1,500,000	7*	" "	" "	1885	107
2d Mortgage (Pennsylvania).....	7*	7*	" "	London.	1882	....	Convertible bonds.....	1,500,000	7*	" "	" "	1883	104½
2d Mortgage (Ohio).....	7*	7*	Jan. & July.	" "	1883	....	National Loan.....	26,010,900	6	" "	" "	1895	....
1st Consolidated Mortgage.....	20,000,000	7*	April & Oct.	" "	1895	....	Charlotte and South Carolina:						
2d Consolidated Mortgage.....	7,000,000	5*	" "	" "	18—	....	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	1880	....
Income Mortgage.....	8,701,806	7*	" "	" "	18—	....	Cheraw and Darlington:						
Atlantic and Gulf:							1st Mortgage.....	150,000	7	Jan. & July.	Charleston.	1870	....
1st Mortgage Consolidated.....	2,000,000	....	— & —	New York.	1898	....	Chesapeake and Ohio (Va. Cent.):						
Atlantic and St. Lawrence:							1st Mortgage for \$15,000,000.....	6*	May & Nov.	New York.	1900	90	
Portland City Loan (skg fund).....	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½	Cheshire:						
2d Mortgage.....	1,614,500	6	April & Oct.	Portland.	1866	....	Company bonds.....	771,800	6	Jan. & July.	Boston.	'75-'80	91½
2d Mortgage, sterling.....	885,500	6*	" "	London.	1866	....	Chester Valley:						
Sterling Loan.....	484,000	6*	May & Nov.	" "	1878	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	51½
Baltimore and Ohio:							Chicago and Alton:						
Loan of 1855.....	863,250	6	Jan. & July.	Baltimore.	1875	96½	1st Mortgage, pref. sinking fund.....	402,000	7	May & Nov.	New York.	1877	97
Loan of 1850.....	579,500	6	" "	" "	1880	97	1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	102½
Loan of 1853.....	1,710,500	6	April & Oct.	" "	1885	95	Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	" "	1883	92½
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	" "	1890	....	Chicago, Burlington and Quincy:						
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	" "	1873	....	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	111
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	" "	1885	....	Trust Mortgage, convertible.....	150,000	8	" "	" "	1883	....
Bay de Noquet and Marquette:							2d Mortgage.....	941,000	4½	July.	Frankfort.	1890	....
1st Mortgage Income.....	250,000	8	April & Oct.	New York.	'70-'71	....	Company bonds.....	680,000	7	March & Sept.	New York.	1890	....
Bellefontaine:							Chicago, Cincinnati and Louisv.:						
1st Mortgage (B. and Ind. R.R.).....	791,000	7	Jan. & July.	New York.	'70-'90	....	1st Mortgage for \$1,000,000.....	400,000	7*	Jan. & July.	New York.	1887	....
Bellefonte and Snow Shoe:							Chicago and Great Eastern:						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1876	....	Construction.....	400,000	7	April & Oct.	New York.	1895	....
Belvidere Delaware:							Income.....	300,000	7	" "	" "	1895	41
1st Mortgage (guar. by C. & A.).....	1,000,000	6	June & Dec.	New York.	1877	85	Chicago, Danville and Vincennes:						
2d Mortgage (guar. by C. & A.).....	500,000	6	March & Sept.	Princeton.	1885	85	1st Mortgage S. F.....	2,500,000	7*	April & Oct.	New York.	1909	95
3d Mortgage (guar. by C. & A.).....	745,000	6	Feb. & Aug.	" "	1887	84	Chicago, Iowa and Nebraska:						
Blue Ridge, S. Car.:							1st Mortgage.....	1,110,000	7	Jan. & July.	New York.	1881	....
1st Mortgage of \$2,500,000.....	....	7	Jan. & July.	Charleston.	1898	....	Chicago and Milwaukee (45 m's):						
Boston and Albany:							1st Mortgage (C. and N. W.).....	397,000	7	May & Nov.	New York.	1874	93½
Sterling Loans.....	2,051,520	5*	April & Oct.	London.	'69-'71	....	Chicago and Northwestern:						
Dollar Loan.....	798,000	6	" "	Boston.	1875	....	Prof. sinking fund b'ds (193 m.).....	1,249,500	7	Feb. & Aug.	New York.	1885	100
Boston, Clinton and Fitchburg:							Funded Coupons.....	755,000	7	May & Nov.	" "	1883	93
1st Mortgage.....	400,000	6	Jan. & July.	Boston.	1884	....	General 1st Mortgage.....	3,594,500	7	Feb. & Aug.	" "	1886	97
Boston, Concord and Montreal:							1st Mortgage, Appleton Ext.....	184,000	7	" "	" "	1886	84
1st Mort. (Cone. to War. 71 m.).....	204,000	7	Feb. & Aug.	New York.	1865	94½	1st Mortgage, Green Bay Ext.....	300,000	7	" "	" "	1886	87½
2d Mort. conv. (1st M. on 22½ m.).....	100,000	6	Jan. & July.	Boston.	1870	99½	Equipment Bonds.....	101,000	7	April & Oct.	" "	1874	....
2d Mort. conv. (1st M. on 22½ m.).....	250,000	7	" "	New York.	1870	....	Mississippi River Bridge Bonds.....	200,000	7	Jan. & July.	" "	1884	....
Sinking Fund Mortgage.....	496,000	6	" "	Boston.	1889	89½	Elgin and State L. purchase b'ds.....	189,000	6	" "	" "	1878	....
Boston, Hartford and Erie:							Consolidated sinking fund bonds.....	3,296,000	7	F. M. A. & N.	" "	1915	92½
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	53	Equipment Bonds.....	1,375,000	10	May & Nov.	" "	'68-'71	....
1st Mortgage (new) for \$20,000,000.....	....	7	Jan. & July.	" "	1899	28	1st Mort. (Gal. & Chic. U. R. R.).....	1,919,000	7	Feb. & Aug.	" "	1882	96
Boston and Lowell:							2d Mort. (Gal. & Chic. U. R. R.).....	1,029,000	7	May & Nov.	" "	1875	95
Convertible bonds.....	101,000	6	Jan. & July.	Boston.	1873	....	1st Mortgage (Peninsula R.R.).....	1,010,000	7	March & Sept.	" "	1898	90
Scrip certificates.....	366,000	3	April & Oct.	" "	1873	96½	1st Mort. (Chi. & Mil. R. W. 85 m.).....	1,098,000	7	Jan. & July.	" "	1898	....
Wharf purchase bonds.....	200,000	6	" "	" "	1879	98	1st Mortgage (Beloit & Mad. R.).....	363,000	7	" "	" "	1888	....
Buffalo, Bradford and Pittsburg:							Chicago, Rock Island and Pacific:						
1st Mortgage.....	580,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (C. & R. I. R.R.).....	1,397,000	7	Jan. & July.	New York.	1870	101½
Buffalo, Corry and Pittsburg:							1st Mort. (C. R. I. and P. R. R.).....	7,375,000	7	" "	" "	1896	98½
1st Mortgage (B. & C. P. of Pa.).....	100,000	7	Jan. & July.	Pittsburg.	18—	....	Chillicothe and Brunswick:						
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	" "	New York.	18—	....	1st Mortgage.....	500,000	8	May & Nov.	New York.	1894	82½
Buffalo and Erie:							Cincinnati, Dayton and Eastern:						
Co. bonds (Buff. and State Line).....	400,000	7	June & Dec.	New York.	1870	86	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	....
Co. bonds (Buff. and State Line).....	100,000	7	May & Nov.	" "	1873	....	Cincinnati, Hamilton and Dayton:						
Co. bonds (Buff. and State Line).....	200,000	7	Jan. & July.	" "	1882	....	2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1880	80
Co. bonds (Erie and Northeast).....	300,000	7	March & Sept.	" "	1886	....	3d Mortgage.....	500,000	8	Jan. & July.	" "	1885	....
Buffalo, New York and Erie:							New Mortgage.....	282,000	7	" "	" "	1877	....
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	91	Cincinnati and Indiana:						
2d Mortgage.....	380,000	7	May & Nov.	" "	1872	83½	1st Mortgage.....	2,500,000	7	June & Dec.	New York.	1882	73
Burlington, Cedar Rapids & Minn.:							2d Mortgage.....	2,000,000	7	Jan. & July.	" "	'77-'87	79
1st Mortgage.....	600,000	8	Feb. & Aug.	New York.	1919	....	Cincinnati and Indianapolis June:						
Burlington and Missouri River:							1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
Land Grant Mortgage.....	4,690,608	7	April & Oct.	New York.	1893	87½	2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Convertible bonds.....	600,000	7	Jan. & July.	" "	1870	....	1st Mortgage (Newcastle Br.).....	250,000	7	June & Dec.	" "	1884	....
2d Convertible bonds.....	600,000	7	" "	" "	1875	....	Cincinnati and Martinsville:						
3d Convertible bonds.....	958,548	8	" "	" "	189								

# AMERICAN RAILROAD JOURNAL

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Painesv. & Ash. (L. Shore):							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	94	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1897	99
2d Mortgage.....	1,000,000	7	"	"	1880		2d Mortgage.....	4,000,000	7	March & Sept.	"	1879	90½
3d Mortgage.....	1,000,000	7	April & Oct.	"	1892	91	3d Mortgage.....	6,000,000	7	"	"	1883	92
Cleveland & Toledo (Lake Shore):							4th Mortgage.....	4,441,000	7	April & Oct.	"	1880	84
1st Mort. (Junc. R. R. 1st Div.)..	13,000	7	April & Oct.	New York.	1867		5th Mortgage.....	926,500	7	June & Dec.	"	1888	78½
1st Mort. (Junc. R. R. 2d Div.)..	116,000	7	June & Dec.	"	1882		Buffalo Branch Bonds.....	186,400	7	Jan. & July.	"	1891	
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	"	1885	103½	Sterling Loan \$2800,000.....	4,844,444	6*	March & Sept.	London.	1876	
2d Mortgage (Clev. and Tol.)....	1,000,000	7	April & Oct.	"	1886		Erie and Pittsburg:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	
1st Mortgage for \$1,000,000.....	410,000	7	Jan. & July.	New York.	1888		2d Mortgage.....	700,000	7	April & Oct.	"	1875	
Columbia, Chicago & Ind. Cent.: Consol. 1st Mortgage skg fund....	15,000,000	7	April & Oct.	New York.	1908	84	New Mortgage.....	869,000	7	Jan. & July.	"	1893	
Columbus and Indiana Central:							Evansville and Crawfordsville:						
2d Mortgage.....	821,000	7	May & Nov.	New York.	1886	68	1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869	
Income Bonds.....	1,243,000	7	"	"	1881		1st Mortgage of 1854.....	740,000	7	May & Nov.	"	1869	
Columbus and Hocking Valley:							Rockville Extension 1st Mort....	150,000	7	Feb. & Aug.	"	1881	
1st Mortgage.....	262,500	7	Jan. & July.	New York.	1897		Fall River, Warren & Providence:						
Consol. 2d Mortgage skg fund....	5,000,000	7	Feb. & Aug.	"	1909		1st Mortgage.....	200,000	7	"	Providence.	18—	
Columbus and Xenia:							Flemington.....	100,000	6	"	Princeton.	18—	
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890		1st Mortgage guaranteed.....	1,520,500	7	"	New York.	18—	
Connecticut and Passumpsic Riv.: 1st Mortgage sinking fund.....	500,000	6	June & Dec.	Boston.	1876	94½	Galena & Chic. Union (C.N. & W.):						
Notes of '66 and '67, free.....	295,000	7	"	"	'76-'77	100	1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882	100
Connecticut River:							2d Mortgage.....	1,029,000	7	May & Nov.	"	1875	91
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	93	Georgia:						
Connecting:							Bonds.....	592,000	7	J. & J.	Augusta.	'70-'76	
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1906	86	Grand Rapids and Indiana:						
Cumberland and Pennsylvania:							1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	
1st Mortgage for \$1,000,000.....	875,000	6	March & Sept.	New York.	1891		Grand River Valley:						
2d Mortgage sinking fund.....	799,000	6	May & Nov.	"	1885		1st Mortgage, guaranteed.....	1,000,000	7	Jan. & July.	New York.	1886	
Cumberland Valley:							Grand Trunk (Can.):						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904		1st Preference Bonds.....	12,573,661	5*	Jan. & July.	London.	18—	
2d Mortgage.....	109,500	8	"	"	1904		2d Preference Bonds.....	7,355,986	5*	"	"	18—	
Danbury and Norwalk:							3d Preference Stock.....	3,414,094	4*	"	"	18—	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1880		4th Preference Stock.....	25,592,860	4*	"	"	18—	
Danv., Urbana, Blooming. & Pekin:							Equipment Bonds.....	2,433,333	6*	April & Oct.	"	18—	
1st Mortgage sinking fund.....	2,000,000	7	Jan. & July.	New York.	1908		Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	"	18—	
Dayton and Michigan:							Great Western of Canada:						
1st Mortgage sinking fund.....	2,802,000	7	Jan. & July.	New York.	1881		Government Loan \$573,688.....	2,782,387	6*	"	Ottawa.	18—	
2d Mortgage.....	642,000	7	March & Sept.	"	1884		Mortgage Bonds \$615,200.....	2,983,720	6*	"	London.	'73-'76	
3d Mortgage.....	700,000	7	April & Oct.	"	1888		Mortgage Bonds \$547,000.....	2,652,960	5½*	"	"	'77-'78	
Dayton and Union:							Stock Debentures \$46,700.....	226,500	5*	"	"	irred.	
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879		Great Western of Illinois:						
2d Mortgage.....	135,000	7	June & Dec.	"	1879		1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1863	106
Income Bonds.....	252,445	6	"	"	1879		45,000	7	Feb. & Aug.	"	1888		
Dayton and Western:							1st Mortgage (General).....	1,455,000	7	"	"	1883	91
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882		2d Mortgage.....	2,500,000	7	May & Nov.	"	1893	81½
2d Mortgage.....	463,000	6	Jan. & July.	"	1905		Greenville and Columbia:						
Delaware:							1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886	
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875		Hannibal and St. Joseph:						
Guaranteed Bonds.....	100,000	6	"	"	1875		Land Mortgage.....	1,900,000	7	April & Oct.	New York.	1881	105½
State Loan.....	170,000	6	"	"	1876		Convertible bonds.....	800,000	7	Jan. & July.	"	1883	
Extension Mortgage.....	100,000	6	"	"	1880		Eight per cent. Loan.....	860,000	8	"	"	1874	103
Delaware, Lackawann. & Western:							Ten per cent. Loan.....	1,000,000	10	"	"	1872	
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	98	Ten per cent. Loan.....	500,000	10	"	"	1869	
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	"	1875	94½	1st Mort. (Guiney and Palmyra).	500,000	8	"	"	18—	
2d Mort. (General) for \$2,600,000.	1,633,000	7	March & Sept.	"	1881	97	1st Mort. (Kan. City & Cameron)	1,200,000	10	"	"	1891	108½
Des Moines Valley:							Harrisburg and Lancaster:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877		1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	91
Income Bonds.....	462,000	7	Jan. & July.	"	1884		Hartford and New Haven:						
Detroit and Milwaukee:							1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	95
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875		Hartford, Providence and Fishkill:						
2d Mortgage.....	1,000,000	8	"	"	1875		1st Mort. (R. Island 26.32 m.)....	481,000	7	Jan. & July.	Providence.	1876	
1st Mortgage Funded Coupons.....	928,525	7	Jan. & July.	"	1875		1st Mort. (Connecticut 96.04 m.)...	1,574,500	7	"	Hartford.	1876	
2d Mortgage Funded Coupons.....	577,118	7	May & Nov.	"	1875		Hempfield:						
Bonds of June 30, 1886, (cond.)...	1,861,639	6	"	"	1886		1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1872	
Detroit, Mon. & Tol. (M.S. & N.I.)							Housatonic:						
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	92½	1st Mortgage.....	191,000	7	Jan. & July.	Bridgeport.	1877	
Detroit and Pontiac (Det. & Mil.):							2d Mortgage.....	100,000	7	"	"	1885	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1878		Houston and Texas Central:						
1st Mortgage.....	150,000	7	April & Oct.	"	1878		1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	
2d Mortgage.....	250,000	8	Feb. & Aug.	"	1886		Hudson River:						
Dubuque and Sioux City:							1st Mortgage.....	1,936,000	7	Feb. & Aug.	New York.	1870	
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	96	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	"	1885	106
1st Mortgage (construction).....	600,000	7	"	"	1884		3d Mortgage.....	183,000	7	May & Nov.	"	1875	102
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	"	1888		Huntington and Broad Top Mt.: 1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	91
Dubuque Southwestern:							2d Mortgage.....	367,500	7	Feb. & Aug.	"	1875	
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895		Consol. Mortgage.....	887,045	7	April & Oct.	"	1895	27½
2d Mortgage, ordinary.....	450,000	7	"	"	1895		Illinois Central:						
East Brandywine & Waynesburg:							Construction.....	3,187,500	7	April & Oct.	New York.	1875	109
1st Mortgage.....	140,000	7	Feb. & Aug.	Philadelphia.	1882		Construction.....	332,000	6	"	"	1875	
East Pennsylvania:							Redemption.....	2,500,500	6	"	"	1890	
1st Mortgage, Sinking Fund....	506,900	7	April & Oct.	Philadelphia.	1888		Redemption, sterling.....	2,500,000	6*	"	London.	1875	
East Tennessee and Georgia:							Illinois and Southern Iowa:						
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882		1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	
Tennessee Loan (1866).....	430,277	6	"	"	1898		Indianapolis, Cin. and Lafayette:						
Mortgage (old).....	640,000	6	"	"	1880		1st Mortgage.....	2,500,000	7	Jan. & July.	New York.	1886	70
Mortgage (new).....	136,400	7	"	"	1880		1st Mortgage (Ind. and Cin.)....	500,000	7	April & Oct.	"	1888	
East Tennessee and Virginia:							Indianapolis, Crawfordsv. & Danv.: 1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888		Indianapolis and Madison:						
Tennessee Loan (1866).....	600,000	6	"	"	1898		1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	
Tennessee endorsed bonds.....	178,000	6	"	"	18—		Iowa River:						
Eastern:							1st Mortgage (Eldora R. R.)....	272,000	7	Jan. & July.	New York.	1888	
State Loan (1st Lien).....	275,000	5	J. A. J. & O.	Boston.	68-'72		Jackson, Lansing and Saginaw:						
2d Mortgage, (convert. sterling)...	420,000	5*	Jan. & July.	London.	1872		1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	96½
2d Mortgage, convertible.....	733,000	6	Feb. & Aug.	Boston.	1874	97½	Jeffersonville (J. M. & I.): 2d Mortgage.....	397,000	7	April & Oct.	New York.	1873	
1st Mortgage (Essex Railroad)....	214,000	6											



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies 'Payable in Coin.'

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Junction, Philadelphia:							Mobile and Montgomery:						
1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Phila telphia.	1896	89	1st Mortgage.....	1,200,000	8	May & Nov.	New York.	1888	....
Kentucky Central:							Mobile and Ohio:						
1st Mort. (Covington & Lexing.)	128,000	7	— & —	New York.	1873	....	1st Mortgage, Sterling.....	4,593,000	6*	May & Nov.	London.	1882	....
2d Mortgage (do.).....	794,000	7	— & —	"	1883	....	1st Mortgage, Sterling.....	1,089,800	6*	"	Mobile.	1882	77
3d Mortgage (do.).....	237,000	7	— & —	"	1885	....	Tennessee Loans.....	388,900	8	Jan. & July.	New York.	1891	....
Keokuk and St. Paul:							Income of '61, '62, '65 and '67....	550,421	8	May & Nov.	Mobile.	1867	....
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99	Liquidation (10 year) bonds.....	697,900	8	"	New York.	1876	....
Knoxville and Charleston:							Interest bonds.....	129,000	8	"	Mobile.	1882	72
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	Montgomery and Eufala:						
Knoxville and Kentucky:							1st Mortgage, endorsed by Ala..	129,000	8	March & Sept.	New York.	1890	....
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	Montgomery and West Point:						
Tenn. State Loan (new).....	800,000	6	"	"	1898	....	Income Bonds.....	100,000	8	Jan. & July.	New York.	1871	....
Lackawanna and Bloomsburg:							Income Bonds.....	306,900	8	"	"	1876	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Mortgage Bonds.....	719,500	8	"	"	1881	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Morris and Essex:						
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1915	101
2d Mortgage (Extension).....	400,000	7	May & Nov.	"	1890	....	2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	99
Lake Erie and Louisville:							Nashville and Chattanooga:						
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Lawrence:							Tenn. State Loan.....	150,000	6	"	"	1892	....
1st Mortgage.....	360,000	7	"	Pittsburg.	1886	....	Tenn. Coupons Funded.....	426,270	6	"	"	1892	....
Lehigh and Lackawanna:							Nashville and Decatur:						
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	91	Tenn. State Loan.....	2,465,176	6	Jan. & July.	New York.	'90-'92	....
Lehigh Valley:							Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	100	2d Mortgage.....	500,000	6	"	New York.	1887	....
New Mortgage, free of taxes.....	1,917,000	6	June & Dec.	"	1898	97	Nashville and Northwestern:						
1st Mortgage (Hazleton).....	149,500	6	Jan. & July.	"	1878	96	Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	'88-'94	....
Little Miami:							2d Mortgage.....	792,050	6	"	"	'71-'83	....
1st Mortgage.....	1,489,000	6	May & Nov.	New York.	1883	....	Naugatuck:						
Cincinnati Loan.....	100,000	6	"	Cincinnati.	1880	....	1st Mortgage, Convertible.....	166,000	7	Jan. & July.	Bridgeport.	1876	....
Little Rock and Fort Smith:							Newark and New York:						
1st Mortgage for \$3,500,000.....	6*	....		Boston	....	....	1st Mortgage.....	600,000	7	Jan. & July.	New York.	18—	....
Little Schuylkill:							Newburg & New York (Oct. 1, '68):						
1st Mortgage, sinking fund.....	807,500	7	April & Oct.	Philadelphia.	1877	99	1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....
Long Island:							New Bedford and Taunton:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....	1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	....
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	"	1890	....	New Brunswick and Canada:						
Glen Cove Branch.....	150,000	6	May & Nov.	"	1893	....	1st Mortgage, Sterling \$220,000..	1,100,000	6*	May & Nov.	London.	1867	....
Louisville, Cincin. and Lexington:							Newcastle and Beaver Valley:						
1st Mortgage for \$3,000,000.....	2,628,000	7	Jan. & July.	New York.	1897	....	1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	....
Louisville and Frankfort:							2d Mortgage for \$100,000.....	29,500	7	March & Sept.	"	1877	....
1st Mortgage.....	88,000	6	Jan. & July.	New York.	'70-'78	....	New Haven and Darby:						
Louisville Loan.....	100,000	6	"	"	1881	....	1st Mortgage.....	300,000	7	May & Nov.	New York.	1888	....
Louisville and Nashville:							New Haven and Northampton:						
1st Mortgage, Main Stem.....	1,424,000	7	Jan. & July.	New York.	'69-'77	98	1st Mortgage.....	450,000	7	Jan. & July.	New Haven	1869	....
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	"	'70-'76	96	1st Mort. (Hampa. & Hampd.)..	200,000	6	April & Oct.	"	1874	....
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	"	1870	....	New Jersey:						
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	"	'80-'88	92	Company Bonds (var. issues)...	850,000	6	Feb. & Aug.	New York.	'75-'87	93
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	"	'86-'87	....	New London Northern:						
Louisville Loan, Lebanon Br...	225,000	6	May & Nov.	"	1886	....	1st Mortgage.....	60,000	7	Jun. & Dec.	New London.	1875	....
Louisville Loan, Leb. Br. Ext...	333,000	6	April & Oct.	"	1893	....	1st Mortgage, Extension.....	370,000	7	March & Sept.	"	1885	....
Consolid. 1st mort. for \$3,000,000	2,000,000	7	"	"	1893	90	New Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
Louisville, N. Albany & Salem							N. Orleans, Jackson & Gt. North..						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....	1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	....
Macon and Brunswick:							2d Mortgage for \$1,500,000.....	1,157,000	8	April & Oct.	"	1890	....
1st Mort. endorsed by Georgia..	140,000	7	Jan. & July.	New York.	1881	....	N. Orleans, Opelousas & Gt. Wtn.						
Mahanoy and Broad Mountain:							1st Mort. construction (80 m.)..	1,842,000	8	April & Oct.	New York.	1889	....
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	2d Mort. (F.) for \$1,000,000 (80m.)	1,842,000	8	Jan. & July.	"	1887	....
Maine Central:							New York Central:						
\$1,100,000 Loan.....	1,095,600	6*	Feb. & Aug.	Boston.	'90-'91	99	Premium, Sinking Fund Bonds.	5,946,889	6	May & Nov.	New York.	1883	93
\$400,000 Loan.....	307,700	6	June & Dec.	"	'70-'71	....	Funding, Sinking Fund Bonds..	1,514,000	7	Feb. & Aug.	"	1876	102
Bangor City Loan.....	621,000	6	April & Oct.	"	1874	....	Bonds for B. & N. Falls R.R. Co.	76,000	6	May & Nov.	"	1883	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	90
Marquette and Cincinnati:							Bonds for real estate.....	162,000	6	"	"	1883	87
1st Mortgage.....	2,454,342	7	Feb. & Aug.	Baltimore.	1891	96	Bonds and mortgages.....	58,215	7	various.	"	var.	....
1st Mortgage, Sterling.....	1,050,000	7*	"	London.	1891	....	Convertible bonds.....	210,000	7	Feb. & Aug.	"	1876	120
2d Mortgage.....	2,500,000	7	May & Nov.	Baltimore.	1896	76	Renewal bonds of 1868.....	2,900,000	6	June & Dec.	"	1887	91
Scioto and Hocking Valley.....	300,000	7	"	"	1896	....	New York and Flushing:						
Memphis and Charleston:							1st Mortgage.....	125,000	7	— & —	New York.	18—	....
Tenn. State Loan.....	1,817,937	6	Jan. & July.	New York.	1890	....	New York and Harlem:						
1st Mortgage, Convertible.....	1,000,000	7	May & Nov.	"	1880	....	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	101
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....	Consolidated mortgage of 1863..	1,797,000	7	Feb. & Aug.	"	1893	....
Memphis and Little Rock:							New York and New Haven:						
Tenn. State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	....	1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	97
Mortgage (road and land).....	1,300,000	8	May & Nov.	"	1890	....	New York, Providence & Boston:						
Ark. State Loan.....	900,000	7	Jan. & July.	"	1897	....	1st Mortgage.....	250,000	6	Feb. & Aug.	New York.	'73-'78	96
Michigan Central:							Extension Bonds.....	250,000	6	May & Nov.	"	1883	....
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	....	Norfolk and Petersburg:						
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	"	1869	....	1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage, dollars, convertible	1,294,500	8	"	New York.	1869	....	1st Mortgage.....	303,000	8	"	"	1877	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....	2d Mortgage for \$300,000.....	43,000	8	"	Norfolk.	1872	....
Consol. Sinking Fund Mortgage	4,207,000	8	"	"	1882	120	North Eastern:						
Michigan Southern & North. Ind.							1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	....
1st Mortgage, Sinking Fund....	6,728,000	7	May & Nov.	New York.	1885	100	2d Mortgage for \$300,000.....	145,000	7	"	"	1868	....
2d Mortgage.....	2,693,000	7	"	"	1877	95	North Missouri:						
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	"	1876	92	1st Mortgage of 1865.....	6,000,000	7	Jan. & July.	New York.	1895	86
Mifflin and Centre County:							2d Mortgage of 1868.....	4,000,000	7	April & Oct.	"	1888	....
1st Mortgage.....	172,500	6	April & Oct.	Philadelphia.	1885	....	North Pennsylvania:						
Milwaukee & Chicago, (40 miles):							1st Mortgage.....	2,500,000	6	Jan. & July.	Philadelphia.	1880	98
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....	Chattel Mortgage.....	300,000	10	April & Oct.	"	1887	109
3d Mortgage, (C. & N. W. R. W.)	10,500	7	June & Dec.	"	1898	....	2d Mortgage.....	276,500	7	— & —	"	18—	90
Milwaukee and St. Paul.							North Shore, L. I.:						
1st Mortgage—370 miles.....	5,425,000	7	Jan. & July.	New York.	1893	92	1st Mortgage.....	110,200	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	1,390,000	7	April & Oct.	"	1884	85	Northern Central:						
1st Mortgage (P. du C.).....	3,455,000	8	Feb. & Aug.	"	1898	118	1st Mortgage, guaranteed.....	1,500,000	6	J. A. J. & O.	Baltimore.	1885	92
2d Mortgage (P. du C.).....	736,000	7.3	"	"	1898	95	2d Mortgage, Sinking Fund....	2,500,000	6	Jan. & July.	"	1885	92
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	"	1897	90	3d Mortgage, Sinking Fund....	1,225,000	6	April & Oct.	"	1900	87
Mississippi Central:							Consol. Mort. for \$5,000,000.....	1,874,000	6*	Jan. & July.	"	1900	99
1st Mortgage.....	1,350,000	7	May & Nov.	New York.	1873	....	Northern New Hampshire:						
2d Mortgage.....	1,997,000	8	Feb. & Aug.	"	1876	....	Company Bonds of 1854.....	120,000	6	April & Oct.	Boston.	1874	99
Mississippi and Tennessee:							Northern New Jersey:						
1st Mortgage.....	600,000	7	April & Oct.	New York.	1876	....	1st Mortgage.....	400,000	7	Jan. & July.	New York.	18—	....
2d Mortgage for \$1,300,000.....	939,000	8	Jan. & July.	"	1890	....	North Western Virginia:						
Mobile and Girard:							2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	96
1st Mortgage Bonds.....	417,500	7	Jan. & July.	New York.	1877	....	3d Mortgage (B. & O. R. R. Co.)	144,000	6	"	"	1886	81

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Portland and Kennebec:						
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Co.'s shops.	1867	.....	1st Mortgage.....	\$230,000	6	April & Oct.	Boston.	1883	.....
New Loan for \$800,000.....	.....	8			1887	.....	Consolidated Bonds.....	300,000	6	"	"	1896	.....
Norwich and Worcester:							Pittsburg, Fl. Wayne & Chicago:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	.....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	105
Construction bonds.....	124,500	7	"	"	1877	.....	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	.....
Steamboat mortgage.....	45,000	7	Feb. & Aug.	"	1870	.....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	.....
Ogdensburg and Lake Champlain:							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	.....
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	.....
Equipment Bonds.....	300,000	8	"	"	'69-'78	102 1/2	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	.....
Ohio and Mississippi:							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	100 1/2
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	101	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	.....
1st Mortgage, W. Div.....	850,000	7	"	"	1872	.....	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	.....
2d Mortgage, W. Div.....	550,000	7	"	"	1874	.....	2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912	.....
Income, W. Div.....	221,500	7	April & Oct.	"	1882	.....	2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912	.....
Consolidated Mort. for \$6,000,000	1,652,000	7	Jan. & July.	"	1898	89 1/2	2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912	.....
Consolidated Mort. sterling.....	83,420	.....	"	London.	1898	.....	3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	94 1/2
Oil Creek and Allegheny River:							Bridge (O. & P. R. R.) bonds..	153,000	7	May & Nov.	"	1876	.....
1st Mortgage.....	3,170,000	7	May & Nov.	Philadelphia.	1897	81 1/2	Plaza,ville and Sacramento:						
Old Colony and Newport:							1st Mortgage.....	225,000	10	Jan. & July.	San Francisco	1894	.....
Company Bonds.....	1,000,000	8	March & Sept.	Boston.	1876	.....	1st Mortgage.....	525,000	10	"	"	1894	.....
Company Bonds.....	458,000	8	April & Oct.	"	1875	94 1/2	Providence, Warren and Bristol:						
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	102 1/2	1st Mortgage.....	100,000	8	March & Sept.	Providence.	1872	.....
Orange, Alexandria & Manassas:							2d Mortgage.....	50,000	8	June & Dec.	"	1877	.....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	78	Quincy and Toledo:						
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	81 1/2	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	84 1/2
3d Mort. ....	573,500	8	May & Nov.	Richmond.	1873	75	Raritan and Delaware Bay:						
4th Mort. ....	331,700	8	March & Sept.	Alexandria.	1880	86	1st Mortgage, S. F. (68 m.)....	1,000,000	7	March & Sept.	New York.	1888	.....
1st Mort. (general).....	708,000	7	Jan. & July.	New York.	1882	79	2d Mortgage.....	250,000	7	"	"	1888	.....
Va. State Loan.....	249,962	6	"	"	1887	.....	Equipment Bonds, convertible..	296,000	7	"	"	1876	.....
Oswego Valley:							Reading and Columbia:						
1st Mortgage 5-20 years.....	200,000	10	Jan. & July.	New York.	1888	.....	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	.....
Oswego and Rome:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	.....
1st Mort. guar. by R. W. & O..	500,000	7	May & Nov.	New York.	1916	.....	Rensselaer and Saratoga:						
Income.....	200,000	6	Feb. & Aug.	"	1891	.....	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	.....
Oswego and Syracuse:							1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	.....
1st Mortgage.....	498,500	6	May & Nov.	New York.	'70-'80	.....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	70 1/2
2d Mortgage.....	375,000	7	"	"	1885	.....	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	.....
Pacific of Mo.:							Richmond and Danville:						
1st Mortgage, construction.....	1,500,000	7	Jan. & July.	New York.	1880	98	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	.....
St. Louis Loan.....	700,000	6	"	"	'71-'73	98	Bonds guaranteed by Virginia..	161,600	6	"	"	'75-'76	81
1st (new) Mortgage.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1888	97 1/2	Consolidated, coupon .....	1,295,000	6	May & Nov.	"	'75-'90	.....
Panama:							Consolidated, registered.....	405,500	6	"	Richmond.	'75-'90	7 1/2
1st Mortgage, Sterling.....	416,000	7 1/2	April & Oct.	London.	1870	.....	Rich., Frederickburg & Potomac:						
2nd Mortgage, Sterling.....	346,000	7 1/2	"	"	1875	.....	Company Bonds, sterling.....	67,778	6 1/2	Jan. & July.	London.	1875	.....
3rd Mortgage, Sterling.....	1,150,000	7 1/2	Feb. & Aug.	"	1872	.....	Company Bonds, dollar.....	172,800	7	"	Richmond.	1875	.....
Paterson and Newark:							Richmond and Petersburg:						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York	1888	.....	Company Bonds (coup. & reg.)..	130,500	7	June & Dec.	N. Y. & Rich.	1875	.....
Pemberton and Hightstown:							Company Bonds (coupons).....	175,000	8	March & Sept.	Philadelphia.	1870	.....
1st Mortgage endorsed.....	100,000	7	— & —	New York.	1877	.....	Richmond and York River:						
Peninsular (Michigan):							1st Mortgage.....	600,000	8	— & —	New York.	18—	.....
1st Mortgage for \$16,000 per m..	1,800,000	7 1/2	May & Nov.	N. Y. & Lond.	1899	95	Roanoke Valley (R. & Dan.):						
Pennsylvania:							1st Mortgage.....	100,800	7	Feb. & Aug.	Richmond.	'69-'76	.....
1st Mort. ....	4,972,000	6	Jan. & July.	Philadelphia.	1880	103	Rockford, R. Island & St. Louis:						
2d Mort. ....	2,504,000	6	April & Oct.	"	1875	98 1/2	1st Mortgage, convertible,S.F.free	9,000,000	7 1/2	Feb. & Aug.	N. Y. & Lond.	1919	96
3d Mort. ....	2,283,840	6	"	London.	1875	.....	Rock Island and Peoria:						
General Mortgage.....	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	97	1st Mortgage.....	1,384,000	7	— & —	New York	18—	.....
State lien on whole property....	6,232,755	6	April & Oct.	Harrisburg.	1890	.....	Rome, Watertown & Ogdensb.:						
Short Bonds and Debentures.....	3,520,728	6	J. A. J. & O.	Philadelphia.	'69-'71	.....	1st Mortgage, Sinking Fund.....	571,000	7	June & Dec.	New York.	1891	100
Pennsylvania and New York:							Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	"	'60-'74	.....
1st Mortgage guaranteed.....	2,097,000	7	— & —	Philadelphia.	18—	92 1/2	1st Mort. (Potdam & Watert.)..	511,500	7	June & Dec.	"	.....	
Pensacola and Georgia:							Rutland and Burlington:						
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	.....	1st Mort. conv. into pref. stock..	1,800,000	7	Feb. & Aug.	Boston.	1863	192
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—	.....	2d Mort. conv. into com. stock..	937,500	7	"	"	1863	60
2d Mortgage.....	255,000	8	"	"	18—	.....	Sacramento Valley:						
Peoria and Bureau Valley:							1st Mortgage.....	400,000	10 1/2	Jan. & July.	New York.	1875	.....
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	.....	2d Mortgage.....	329,000	10 1/2	Feb. & Aug.	Sacramento.	1881	.....
Peoria, Pekin and Jacksonville:							St. Joseph and Council Bluffs:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	.....	1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107 1/2
Perkiomen:							1st Mortgage (in Iowa 52 m.)...	150,000	10	"	"	1893	.....
1st Mortgage.....	255,000	6	— & —	Philadelphia.	18—	80	2d Mortgage (" " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " 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## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Seaboard and Roanoke:							Vicksburg and Meridian:						
1st Mortgage.....	\$210,000	7	— & —	New York.	1880	—	Consolidated Mort.—1st class ..	\$722,500	7	{ Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	—
Seima and Meridian:							“ “ 2d class...	850,000	7	“	“	1890	—
1st Mortgage.....	79,873	—	— & —	— & —	—	—	“ “ 3d class...	154,000	7	“	“	1890	—
2d Mortgage.....	52,000	—	— & —	— & —	—	—	“ “ 4th class...	1,263,000	7	“	“	1890	—
3d Mortgage.....	665,000	—	— & —	— & —	—	—	Virginia and Tennessee:						
Seima, Rome and Dalton:							1st Mortgage.....	494,000	6	June & Dec.	New York.	1872	79
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	—	2d Mortgage.....	23,500	6	“	“	1868	74
2d Mort. (Ala. and Tenn. River)	241,100	8	“	“	1884	—	3d Mortgage (Enlarged).....	990,000	6	“	“	1884	66
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	“	1887	—	Income Bonds.....	138,500	6	“	“	1865	—
Shamokin Valley and Pottsville:							Funding Bonds (\$1,000,000).....	736,000	8	“	“	1890	84
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	—	Warren:						
Sheboygan and Fond Lac:							1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	—
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1884	—	Warwick Valley:						
Sioux City and Pacific:							1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	—
1st Mortgage.....	1,628,320	7	April & Oct.	New York.	1888	—	Western Alabama:						
2d Mortgage (Gov. subsidy).....	1,628,320	6	Jan. & July.	“	1898	—	1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1888	—
Somerset and Kennebec:							West Wisconsin:						
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	—	1st Mort. Land Grant, stig. conv	1,000,000	7	Jan. & July.	London.	1884	—
2d Mortgage.....	250,000	6	“	“	1876	—	West Chester and Philadelphia:						
Shore Line (N. H. & N. L.)							1st Mortgage, convertible .....	400,000	7	Jan. & July.	Philadelphia.	1873	95
1st Mortgage, reconstruction ..	55,000	7	March & Sept.	New Haven.	1880	—	2d Mortgage, registered .....	1,000,000	8	April & Oct.	“	1878	—
South Carolina:							West Jersey:						
Sterling Bonds £452,912 1/2.....	2,612,944	5*	Jan. & July.	London.	71-78	—	Loan of 1883 for \$400,000 .....	400,000	6	March & Sept.	Philadelphia.	1883	90
Sterling Bonds £59,031 1/2.....	262,366	5*	“	Charleston.	71-78	—	Loan of 1896 for \$1,000,000 .....	983,500	6	Jan. & July.	“	1896	—
Domestic Bonds .....	418,016	6	“	“	73-74	—	Western (Boston and Albany).						
Domestic Bonds .....	563,500	7	April & Oct.	“	76-72	—	Sterling Loans, £289,900.....	2,051,520	5*	April & Oct.	London.	1875	100
Domestic Bonds .....	353,500	7	Jan. & July.	“	88-91	—	Dollar Bonds.....	798,000	—	“	Boston.	1875	100
South and North Alabama:							Western Maryland:						
1st Mort. (\$16,000 p.m.) endorsed	—	8	— & —	New York.	1889	—	1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	92
South Shore:							1st Mortgage unendorsed.....	400,000	6	“	“	1890	80
1st Mortgage.....	150,000	6	April & Oct.	Boston.	1880	90	2d Mort. for \$300,000, end. by B.	300,000	6	“	“	1890	90
South Side, Va.:							2d M. for \$300,000, end. by W.Co.	300,000	6	“	“	1890	85
2d Mort., guar. by Petersburg ..	300,000	6	Jan. & July.	Petersburg.	70-75	—	Western Pennsylvania:						
3d Mort. (for City Point R. R.) ..	175,000	6	“	“	65-68	—	1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	1883	81
4th Mortgage .....	317,000	6	“	“	70-72	—	Western Union:						
Consol. Mortgage.....	—	8	“	New York.	84-90	—	1st Mortgage for \$5,000,000 .....	4,000,000	7	Feb. & Aug.	New York.	1896	—
South Side, L. I.:							Whitehall and Plattsburg:						
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	—	1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873	—
South Western:							Wicomico and Pocomoke:						
1st Mortgage.....	699,500	8	various.	Macon.	75-85	—	1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.	1888	—
South West Pacific:							Wilm., Charlotte & Rutherford:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	—	N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.	1890-92	—
Southern Minnesota:							1st Mortgage guar. by State.....	—	8	“	“	1897	64
1st Mort. (10-20 yrs) \$20,000 p.m.	—	8	Jan. & July.	New York.	1888	—	Wilmington and Manchester:						
Springfield and Columbus:							1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1886	—
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	—	2d Mortgage, 2d pref.....	146,000	7	“	“	1886	—
Staten Island:							1st Mortgage, 3d pref.....	528,000	7	“	“	1886	—
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	—	2d Mortgage.....	80,000	7	May & Nov.	“	1873	—
Sterling Mountain:							Wilmington and Weldon:						
1st Mortgage.....	350,000	7	— & —	New York.	1874	—	1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London.	1881	—
Sullivan:							2d Mortgage, Sterling.....	197,777	7*	May & Nov.	“	1886	—
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	—	Sinking Fund Mortgage.....	508,000	7	Jan. & July.	New York.	1896	93
2d Mortgage.....	250,000	6	Feb. & Aug.	“	1880	—	York and Cumberland (N. Cent.)						
Syracuse, Binghamton and N. Y.:							1st Mortgage.....	175,000	6	May & Nov.	Baltimore.	1870	88
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876	—	3d Mortgage.....	500,000	6	“	“	1877	—
Summit Branch:							CANAL BONDS.						
1st Mortgage.....	528,000	6	— & —	Philadelphia.	1876	86	Chesapeake and Delaware:						
Sussex:							1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	94
1st Mortgage.....	200,000	6	— & —	New York.	18—	—	Chesapeake and Ohio:						
Tioga:							State (Md.) Loan .....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	91	Sterling, guaranteed .....	4,375,000	5*	“	London.	1890	—
Toledo, Peoria and Warsaw:							Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885	—
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	85	Delaware Division:						
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	“	1896	84	1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	82
2d Mortgage (W. Div.).....	1,900,000	7	April & Oct.	“	1886	—	Delaware and Hudson:						
Toledo, Wabash and Western:							1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	—
1st Mort. (Tol. & Ill. 75 m.)....	900,000	7	Feb. & Aug.	New York.	1890	94	1st Mortgage (new).....	1,500,000	7	May & Nov.	“	1877	—
1st M. (L.Erie, W. & St. L. 167 m.)	2,500,000	7	“	“	1890	—	Delaware and Raritan (See Cam						
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	“	1878	86	den and Albany R.R.)						
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	“	“	1871	—	Erie of Pennsylvania:						
Equipmt Bonds (T. & W. 75m.)	600,000	7	“	“	1883	78	1st Mortgage.....	678,798	7	Jan. & July.	Philadelphia.	1865	—
Consol. M. (T.W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	“	1907	82	Interest Bonds.....	161,960	7	“	“	18—	—
Troy and Boston:							Illinois and Michigan:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	—	Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	—
2d Mortgage.....	300,000	7	April & Oct.	“	1885	—	Ill. State bonds, sterling, reg....	500,967	6*	“	“	1870	—
3d Mortgage.....	650,000	7	May & Nov.	“	1875	—	Ill. State bonds, stig. coup. & reg.	32,700	6*	“	New York.	1870	—
Convertible Bonds.....	325,000	7	March & Sept.	“	1882	—	Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	“	1870	—
Troy Union:							Lehigh Coal and Navigation:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	—	1st Loan.....	384,162	6	J. A. J. & O.	Philadelphia.	1870	—
2d Mortgage, guaranteed.....	360,000	6	“	“	1878	—	2d Loan.....	5,606,122	6	“	“	1884	86
Union Pacific:							3d Loan.....	2,000,000	6	“	“	1897	—
1st Mortgage, free.....	27,237,000	6*	Jan. & July.	N.Y. & Boston	95-99	85	Gold Loan.....	5,000,000	6*	June & Dec.	“	1897	84
2d Mortgage (Gov. subsidy).....	27,951,000	6	“	“	95-99	—	Convertible Loan.....	1,201,850	6	“	“	1877	79
Land Grant bonds for 10,000,000	7,864,000	7	April & Oct.	N.Y. & Boston	87-89	76	Monongahela Navigation:						
Income bonds .....	8,163,000	10	Mar. & Sept.	Boston.	72-74	85	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	—
Union Pacific—Central Branch:							2d Mortgage.....	57,000	6	“	“	18—	—
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	—	Morris (and Banking):						
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	“	1895	—	1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	82
Union Pacific—Eastern Division:							2d Mortgage.....	302,750	6	“	“	1876	75
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895	—	Boat Loan.....	232,087	6	“	“	1885	76
1st Mortgage on 254 miles.....	4,063,000	6*	June & Dec.	“	1896	—	North Branch:						
2d Mortgage (Gov. subsidy).....	6,303,000	6	Jan. & June.	“	95-97	—	1st Mortgage.....	500,000	6	May & Nov.	Philadelphia.	1876	—
1st Mort. (Leavenworth Br.).....	600,000	7	May & Nov.	“	1896	—	Schuylkill Navigation:						
Land Grant Mort. for \$500,000 ..	361,000	7	March & Sept.	“	71-76	—	1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	85
Income bonds \$10,000 p. m.....	4,275,350	7	June 1, '71.	“	1916	—	2d Mortgage.....	3,980,670	6	Jan. & July.	“	1882	74
Vermont Central:							Improvement Loan.....	1,601,670	6	May & Nov.	“	1876	70
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	86	Susquehanna and Tide Water:						
2d Mortgage.....	1,500,000	7	“	Philadelphia.	1891	43	Md. State Loan, sterling.....	1,050,000	6	Jan. & July.	London.	1885	—
Equip. Loan (Vt.C. & Vt. & Ca.)	1,000,000	8	May & Nov.	Boston.	77-80	103	Coupon Bonds.....	1,250,000	6	“	Baltimore.	1878	46
Vermont and Massachusetts:							Preferred Interest Bonds.....	325,000	6	“	“	1894	—
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	91	Union (Pa.):						
Vermont Valley:							1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	3
1st Mortgage.....	388,000	7	April & Oct.	New York.	1880	—	West Branch and Susquehanna:						
2d Mortgage.....	114,000	6	“	Boston.	1880	—	1st Mortgage, sinking fund.....	750,000	6	Jan. & July.	Philadelphia.	1878	—
3d Mortgage.....	293,200	7	“	New York.	1880	—	Wyoming Valley:						
							1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1878	75

**RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.**

**ΔΔ asterisk (\*)** occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

[illegible]



[illegible]







[illegible]



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "1."

Abstract of General Balance Sheet.																			
Years ending.	Railroad.			Rolling Stock.			Property and Assets.			Abstract of General Balance Sheet.			Operations.			Earnings.		Value of Shares.	
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.	Cars.	Freight.	R. M. E.	Freight.	Net.	Gross.	Dividends.	Par.	Paid.					
July 31, 1898	100.0	100.0	6.5	26	26	26	320	3,715,813	298,792	227,634	3,210,000	450,000	386,015	130,224	297.5	333,302	929,544	342,739	100.00
Dec. 31, 1898	100.0	100.0	6.5	26	26	26	320	3,715,813	298,792	227,634	3,210,000	450,000	386,015	130,224	297.5	333,302	929,544	342,739	100.00
Sept. 30, 1898	100.0	100.0	6.5	26	26	26	320	3,715,813	298,792	227,634	3,210,000	450,000	386,015	130,224	297.5	333,302	929,544	342,739	100.00
Oct. 31, 1898	100.0	100.0	6.5	26	26	26	320	3,715,813	298,792	227,634	3,210,000	450,000	386,015	130,224	297.5	333,302	929,544	342,739	100.00
Nov. 30, 1898	100.0	100.0	6.5	26	26	26	320	3,715,813	298,792	227,634	3,210,000	450,000	386,015	130,224	297.5	333,302	929,544	342,739	100.00
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Jan. 31, 1899	100.0	100.0	6.5	26	26	26	320	3,715,813	298,792	227,634	3,210,000	450,000	386,015	130,224	297.5	333,302	929,544	342,739	100.00
Feb. 28, 1899	100.0	100.0	6.5	26	26	26	320	3,715,813	298,792	227,634	3,210,000	450,000	386,015	130,224	297.5	333,302	929,544	342,739	100.00
Mar. 31, 1899	100.0	100.0	6.5	26	26	26	320	3,715,813	298,792	227,634	3,210,000	450,000	386,015	130,224	297.5	333,302	929,544	342,739	100.00
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Mar. 31, 1902	100.0	100.0	6.5	26	26	26	320	3,715,813	298,792	227,634	3,210,000	450,000	386,015	130,224	297.5	333,302	929,544	342,739	100.00
Apr. 30, 1902	100.0	100.0	6.5	26	26	26	320	3,715,813	298,792	227,634	3,210,000	450,000	386,015	130,224	297.5	333,302	929,544,		



## CITY PASSENGER RAILROAD SHARE AND BOND LIST.

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## HORSE PASSENGER RAILROAD SHARE LIST.

## PASSENGER RAILROAD BONDS.

Years ending	Length equiv. single track	Horses a-d Dummies	Cars	COMPANIES.	Cost of Road and Equipment	Share Capital	Indebtedness		Earnings		Dividends on paid Capital		Value of Shares.			COMPANIES.	Amount outstanding	Rate	Inter. at	Payable.	Principal Payable	Market Price.
							Bonded Debt	Floating Debt	Gross	Net	p. c.	Per.	Paid.	Market.								
Sept. 30, '08	7.37	91	12	Albany..... N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.			100	100	Albany:							
Nov. 30, '08				Albany St. Freight (B'ton) Mass.		150,000									1st Mortgage.....	40,000	7	J. & J. 18				
Oct. 31, '08	3.25	12	35	Allentown..... Pa.	72,674	31,500	29,814	12,191	6,771	3,093			100	100	Bleecker St. & Fulton Ferry:							
Dec. 31, '08	31.00	480	80	Baltimore City..... Md.	1,747,127	900,000	664,000	40,713	302,566	51,700			100	100	1st Mortgage.....	694,000	7	J. & J. 1872				
Sept. 30, '08	22.00	401	50	Bleeker St. & F.F. (N.Y.C.) N.Y.	110,000	110,000			8,800	1,193	6.8		100	100	Broadway (Brooklyn):							
Nov. 30, '08	8.53	162	40	Boston and Chelsea..... Mass.	277,169	200,000	35,000	29,097	115,172	11,882	8.0		100	100	1st Mortgage.....	35,000	7	J. & J. 18				
Sept. 30, '08	10.76	791	106	Broadway (Brooklyn)..... N.Y.	522,895	2,100,000	1,000,000		664,652	184,914			100	100	Broadway and 7th Avenue:							
Sept. 30, '08	16.00	10	30	B'way & 7th Av. (N.Y.C.) N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.			100	100	1st Mortgage.....	80,000	7	J. & J. 18				
Sept. 30, '08	8.00	1420	291	Brooklyn, Bath & Coney I. N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0		100	100	Brooklyn City:							
Sept. 30, '08	74.00	201	43	Brooklyn City..... N.Y.	569,620	400,000	200,000	14,372	121,425	19,422			100	100	1st Mortgage.....	300,000	7	J. & J. 1872				
Sept. 30, '08	11.00	40	12	Brooklyn City & Newtown N.Y.	434,600	254,600	300,000	1,487					100	100	Brooklyn City & Newtown:							
Sept. 30, '08	6.50	4	30	B'klyn & Prop. P. & Flatb. N.Y.	214,489	144,600	45,000	2,500	20,621	9,021			100	100	1st Mortgage.....	200,000	7	J. & J. 1875				
Sept. 30, '08	4.28	197	53	Brooklyn & Rockaway Beach N.Y.	318,909	80,000	188,000	109,500	99,734	17,427			50	50	Brooklyn, Prop. P. & Flatb.:							
Sept. 30, '08	15.21			Buffalo street..... N.Y.	264,982	262,200	2,000	5,040	20,508	72			100	100	1st Mortgage.....	300,000	7	M. & N. 1878				
Sept. 30, '08	7.58			Bushwick (Brooklyn)..... N.Y.	731,671	727,800	150,000	94		89,058	9.0		100	100	Brooklyn & Rockaway B'ch:							
Sept. 30, '08	23.52			Cambridge (Boston)..... Mass.	29,758	21,130	6,000		18,645	4,097			10	10	1st Mortgage.....	45,000	7	J. & J. 18				
Sept. 30, '08	1.76	561	149	Central City (Syracuse)..... N.Y.	1,027,021	1,065,200	628,000	33,644	512,962	18,812			100	100	Buffalo street:							
Sept. 30, '08	35.00			Cen. P. & N. E. R. (N.Y.C.) N.Y.											1st Mortgage.....	180,000	7	J. & D. 1881				
Dec. 31, '08	9.20	200	37	Cincinnati street..... O.	179,635	192,750			227,369	95,876	32.1		50	194	Cambridge (Boston):							
Oct. 31, '08	7.25	146	30	Citizens (10th & 11th sts.) (Ph.) Pa.	234,045	176,000	66,300	7,700	139,864	31,708	24.5		50	44	1st Mortgage sinking fund	150,000	6	J. & J. 1888	924			
Oct. 31, '08	9.00			Citizens' (Pittsburg)..... Pa.	645,925	500,000	218,000	19,587	121,637	Loss.			100	100	Central Park, N. & E. River:							
Dec. 31, '08	6.50	236	18	City Passenger (Cin.)..... O.	772,203	1,200,000	700,000		669,174	135,905			100	100	1st Mortgage.....	626,000	7	J. & J. 1874				
Sept. 30, '08	14.53	792	116	Coney Island (Brooklyn)..... N.Y.	42,605	34,815		2,448	8,721	3,443			25	25	Citizens' (Pittsburg):							
Sept. 30, '08	22.89	10	3	Dry Dock, R. & B. (N.Y.C.) N.Y.	24,275	26,000	500		10,444	3,732			25	25	1st Mortgage.....	56,300	7	J. & J. 1870				
Sept. 30, '08	3.50	872	100	Dunkirk and Fredonia..... N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0		100	100	Coney Island and Brooklyn:							
Oct. 31, '08	1.93	52	9	Easton and S. Easton..... Pa.	152,917	150,000			6,761	2,468			100	100	1st Mortgage.....	218,000	7	J. & J. 1873				
Sept. 30, '08	18.00	387	50	Eighth Avenue (N.Y. City) N.Y.	27,533	26,170			341,781	86,664	10.0		100	100	1st Mortgage.....	203,000	7	J. & J. 18				
Dec. 31, '08	8.00	298	40	Fairhaven and Westville, Conn.	1,041,204	748,000	266,000		299,228	56,713	5.0		50	50	42d St. & G'd St. Ferry (N.Y.):							
Sept. 30, '08	1.74	387	50	Fifth Ward (Syracuse)..... N.Y.	54,200	42,500	9,000	400	8,653	159			100	100	1st Mortgage.....	160,000	7	J. & J. 1873				
Sept. 30, '08	15.38	298	40	Frankford & Southwark (Ph.) Pa.	562,270	112,245	350,000		322,439	85,644	37.4		50	15	Real Estate.....	100,000	7	var.	var.			
Oct. 31, '08	16.37	16	5	Genesee & Water st. (Syr.) N.Y.	171,712	170,000			117,342	25,119	8.5		50	17	Frankford and Southwark:							
Sept. 30, '08	3.25	356	81	Germantown (Phila.)..... Pa.	200,000	170,000	30,000		72,870	5,321			100	100	1st Mortgage.....	200,000	7	J. & J. 1869				
Oct. 31, '08	34.25	125	25	Girard College (Phila.)..... Pa.	236,220	150,000	100,000		187,103	22,887	7.5		50	15	Germantown:							
Oct. 31, '08	5.40	82	15	Green and Coates st. (Bkn) N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.			100	100	1st Mortgage.....	350,000	7	J. & J. 1874				
Sept. 30, '08	5.50	224	42	Greenpoint & Wm'g (Bkn) N.Y.	60,120	41,996	9,350	2,063	9,272	Loss.			25	24	Grand st. and Newtown:							
Oct. 31, '08	5.09	122	23	Harlem, Br. M. & E. R. N.Y.	180,000	180,000							100	100	1st Mortgage.....	100,000	7	J. & J. 1870	854			
Sept. 30, '08	10.00	19	6	Harrisburg City..... Pa.	472,687	306,390	165,700	3,292	262,829	40,431			50	50	Grand st. and Newtown:							
Oct. 31, '08	2.14	345	78	Hartford & Wethersfield, Conn.											1st Mortgage.....	30,000	7	J. & J. 18				
Dec. 31, '08	9.00			Hest. Mant. & F'mount (Ph.) Pa.											Harl. Br. Morris's & Fordh.:							
Oct. 31, '08	13.17			Hoboken and Hudson City, N.J.											1st Mortgage.....	130,000	7	J. & J. 1877				
Dec. 31, '08				Hoboken and Weehawken, N.J.											Hestonv. Mantua & Fairm.:							
Sept. 30, '08	2.50			Hudson Av. (Brooklyn)..... N.Y.											1st Mortgage.....	165,700	7	J. & J. 1874				
Dec. 31, '08				Jersey City & Bergen Point, N.J.											Hudson Av. (Brooklyn):							
Oct. 31, '08	10.47			Kingston and Roadout..... N.Y.											1st Mortgage.....	74,000	7	M. & N. 1878				
Sept. 30, '08	3.56	28		Lombard and South st. (Ph.) Pa.											Lombard and South st. (Ph.):							
Oct. 31, '08	5.20	113	21	Lombard and South st. (Ph.) Pa.											1st Mortgage.....	62,500	7	J. & J. 1873	75			
Nov. 30, '08	4.03	48	9	Lowell Horse..... Mass.											Lynn and Boston:							
Nov. 30, '08	12.50	201	32	Lynn and Boston..... Mass.											1st Mortgage sinking fund	50,000	6	J. & J. 1886	743			
Nov. 30, '08	3.00			Malden and Melrose (B'tn) Mass.											Malden and Melrose:							
Nov. 30, '08	1.00			Marginal Freight (Boston) Mass.											1st Mortgage, guaranteed.	52,600	6	A. & O. 1880				
Nov. 30, '08	3.08			Medford & Charleat. (B'tn) Mass.											Metropolitan (Brooklyn):							
Nov. 30, '08	6.11	57	13	Merrimac Valley..... Mass.											1st Mortgage.....	191,900	7	J. & J. 1878				
Sept. 30, '08	6.00	156	37	Metropolitan (Brooklyn)..... N.Y.											Middlesex (Boston)							
Nov. 30, '08	42.86	254	47	Metropolitan (Boston)..... Mass.											1st Mortgage sinking fund	98,500	6	J. & D. 1884	81			
Nov. 30, '08	7.42	180	52	Middlesex (Boston)..... Mass.											Ninth Avenue (N.Y.):							
Sept. 30, '08	12.20	170	4	Ninth Avenue (N.Y. City) N.Y.											1st Mortgage.....	167,000	7	J. & J. 18				
Nov. 30, '08	3.39	73	13	Northampton & Wm'g Mass.											Orange and Newark:							
Nov. 30, '08	2.16	73	13	North Woburn (Boston)..... Mass.											1st Mort. Broad street.....	100,000	6	J. & J. 1881				
Oct. 31, '08	7.25	167																				



## PREFERRED &amp; GUARANTEED STOCKS

(Marked with an asterisk (\*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Rate.	Div'ds Paid.	Market Price.
<b>RAILROAD STOCKS:</b>				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	7	118
Baltimore and St. Lawrence* guar.	2,494,000	4	4	118
Baltimore and Ohio, pref.	3,000,000	6	6	118
Berkshire,* guaranteed	600,000	7	7	118
Blossburg and Corning,* guar.	250,000	6	6	118
Boston, Concord and Montreal, pref.	1,340,000	6	6	118
Buffalo, N. York and Erie,* guar.	950,000	7	7	118
Camden and Atlantic, pref.	600,000	7	7	118
Catawissa,* pref. and guar.	2,200,000	7	7	118
Cayuga and Susquehanna,* guar.	589,110	7	7	118
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	118
Central Ohio, preferred	400,000	7	7	118
Chemung,* guar.	380,000	6	6	118
Cheshire, preferred	2,017,815	7	7	118
Chicago and Alton, pref.	2,425,400	7	7	118
Chicago, Iowa and Nebraska,* guar.	2,000,000	7	7	118
Chicago and Northwestern, pref.	18,169,097	7	7	118
Cleveland and Mahoning,* guar.	2,056,000	7	7	118
Cleveland and Toledo,* guar.	6,250,000	7	7	118
Cochecho, preferred	177,750	8	8	118
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	118
Cumberland Valley, 1st pref.	241,900	8	8	118
" 2d pref.	242,000	8	8	118
Delaware,* guaranteed	594,261	6	6	118
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	6	118
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	118
Dubuque Southwestern, pref.	390,308	7	7	118
Eastern (N. H.)* guaranteed	492,500	8	8	118
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	118
Elmira and Williamsport,* guar.	500,000	5	5	118
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	118
Erie, preferred	8,536,910	7	7	118
Hannibal and St. Joseph, pref.	5,253,835	120	120	118
Harrisburg and Lancaster,* guar.	1,182,550	7	7	118
Housatonic, preferred	1,180,000	8	8	118
Huntingdon & Broad Top Mountain, preferred	190,750	7	7	118
Joliet and Chicago,* guar.	1,500,000	7	7	118
Joliet and Northern Indiana,* guar.	300,000	8	8	118
Lackawanna and Bloomsburg, pref.	500,000	7	7	118
Leeds and Farmington,* guar.	2,646,100	7	7	118
Little Schuylkill,* guar.	2,646,100	7	7	118
Louisville, Cincinnati and Lexington preferred	848,315	9	9	118
Marietta and Cincinnati, 1st pref.	6,586,135	6	6	118
" 2d pref.	4,051,744	6	6	118
Manchester and Lawrence*	1,000,000	9	9	118
Michigan Southern, guaranteed	585,800	10	10	118
Mill Creek and Mine Hill,* guar.	323,375	10	10	118
Milwaukee and P. du Chien, 1st pref.	9,744,268	7	7	118
" 2d pref.	9,744,268	7	7	118
Milwaukee and St. Paul, preferred	3,775,000	8	8	118
Mine Hill and Schuylkill Haven,* guaranteed	282,250	12	12	118
Mount Carbon & Pt. Carbon,* guar.	1,344,000	2	2	118
New Haven and Northampton*	1,500,000	8	8	118
New York and Harlem, pref.	1,000,000	6	6	118
Niagara Br. and Canandaigua,* guar.	155,000	8	8	118
Northern Eastern (S. C.)* preferred	1,087,000	8	8	118
Ogdensburg and L. Champlain, pref.	3,500,000	7	7	118
Ohio and Mississippi, pref.	630,000	8	8	118
Pateron and Hudson,* guar.	248,000	5	5	118
Pateron and Ramapo,* guar.	1,200,000	6	6	118
Peoria and Bureau Valley,* guar.	5,996,700	10	10	118
Philadelphia and Erie,* guar.	1,551,800	10	10	118
Philadelphia and Reading, pref.	1,099,120	10	10	118
Philadelphia and Trenton,* guar.	450,000	6	6	118
Pittsfield and North Adams,* guar.	202,400	6	6	118
Port. & Kennebec (Yarmouth)* guar.	1,500,000	6	6	118
Portland, Sag. & Portsmouth,* guar.	350,000	7	7	118
Portsmouth and Concord*	142,900	7	7	118
Richmond, Fredericksb. & Potomac, guaranteed	567,500	7	7	118
Rochester and Genesee Valley*	2,040,000	7	7	118
Rutland, preferred	445,500	6	6	118
St. Louis, Alton and T. H., pref.	678,000	6	6	118
Sandusky and Cincinnati, pref.	869,450	5	5	118
Schuylkill Valley,* guar.	1,300,000	7	7	118
Shamokin Valley & Pottsville,* guar.	1,700,000	7	7	118
Tol., Peoria & Warsaw (W. D.) pref.	1,000,000	7	7	118
" (E. D.) pref.	274,000	7	7	118
Toledo, Wabash and Western, pref.	2,500,000	8	8	118
Troy and Greenbush,* guar.	1,408,300	7	7	118
Vermont and Canada,* guar.	200,000	5	5	118
Warren,* guar.	317,050	2	2	118
White Mountains,* guar.				
Wright, York & Gettysburg,* pref.				
<b>CANAL STOCKS:</b>				
Delaware Division,* guar.	1,633,350	8	8	118
Morris, preferred	1,175,000	10	10	118
Schuylkill Navigation, pref.	2,588,997	6	6	118
Union, preferred				
<b>MISCELLANEOUS STOCKS:</b>				
Cumberland Coal, pref.				
Mariposa Mining, pref.	\$,774,400	7	7	118

## WHOLESALE PRICE CURRENT.

<b>IRON—DUTY:</b> Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 40 per ton; Polished, 3 cents per lb.	
Pig, Scotch, No. 1.....	per ton 33 @ 36
Pig, American, No. 1.....	32 @ 33
Pig, American, No. 2.....	30 @ 31
Pig, American, Forge.....	29 @ 30
Bar, Refined, English and American.....	@ 75
Bar, Swedes, assorted sizes.....	@ 100
<b>STORES PRICES—</b>	
Bar, Swedes, ordinary sizes.....	110 @ 110
Bar, Refined.....	75 @ 77 50
Bar, Common.....	72 50 @ 75
Scroll.....	87 50 @ 115
Ovals and Half-round.....	95 @ 110
Band.....	95 @ 110
Horse Shoe.....	95 @ 110
Rods, 1½ to 16 inch.....	85 @ 120
Hoop.....	105 @ 145
Nail Rod.....	7 @ 7 75
Sheet, Russia, as to No.'s.....	(gold) 11 @ 11 11
Sheet, Single D. and T. Common.....	44 @ 60
Rails, English.....	69 @ 72
Rails, American, at Works in Penna., c'y.....	71 @ 72
Anvils, (Eagle).....	per lb currency 8 @ 8
<b>STEEL—DUTY:</b> Bars and Ingots, valued at 7 cents per lb., or under 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 24 cents per lb., and 10 per cent. ad val. (Store prices.)	
English, Cast, (2d and 1st quality).....	per lb. 15 @ 18
English Spring (2d and 1st quality).....	7 @ 10
English Blister (2d and 1st quality).....	10 @ 17
English Machinery.....	11½ @ 14
English German (2d and 1st quality).....	13 @ 15
American Blister "Black Diamond".....	@ 12
American, Cast, Tool, do.....	@ 18
American, Spring, do.....	9 @ 11
American Machinery do.....	@ 12
American German do.....	9 @ 12
<b>NAILS—DUTY:</b> Cut, 1½; Wrought, Horse Shoe, 2½ 5 cents per lb. (Cash.)	
Cut, 4d. @ 10d.....	per 100 lb 4 25 @ 4 25
Clinch.....	@ 6
Horse Shoe, Forged (No. 10 to 6).....	per lb. 23 @ 28
Copper.....	35 @ 36
<b>TIN—DUTY:</b> Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.	
Banca.....	(gold) per lb. 39½ @ 39½
Straits.....	(gold) @ 38
English.....	(gold) 35½ @ 35½
Plates—Fair to good brands.....	Gold..... Currency.....
I. C. Charcoal.....	per box 8 75 @ 9 10 @ 10 50
I. C. Coke.....	7 @ 7 75 8 25 @ 9 25
Coke Terne.....	6 @ 6 25 7 25 @ 7 75
Charcoal Terne.....	7 75 @ 8 25 9 @ 9 50
<b>PETROLEUM—DUTY:</b> Crude, 20 cents; Refined 40 cents per gallon.	
Crude, 40 @ 43 gravity (in bulk), per gall.....	@ 14
Crude, 40 @ 47 gravity (in shipping order).....	18½ @ 18½
Refined, prime L. S. to W. (110 @ 115 test).....	@ 25
Refined, Standard White (in ship's order).....	27½ @ 28
Refined, Prime White (in shipping order).....	@ 28½
Refined, S. W. (in jobbing lots).....	29 @ 30
Refined, S. W. (in tin).....	30 @ 31
Naptha, Refined, (65 @ 73 gravity).....	@ 9½
Residuum.....	per bbl. 4 @ 4
<b>GLASS—DUTY:</b> Cylinder or Window Polished Plate, not over 10 by 15 inches, 24 cents per sq. foot; larger and not over 24 by 30 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.	
<b>American Window.</b>	
(Single Thick.)	
<b>Sizes.</b>	
6 by 8 to 7 by 9.....	\$7 75 \$7 00 \$6 50 \$6 00
8 by 10 to 10 by 15.....	8 25 7 50 7 00 6 50
11 by 14 to 12 by 18.....	9 75 9 00 8 00 7 00
14 by 16 to 16 by 24.....	10 50 9 50 8 50 7 50
18 by 22 to 18 by 30.....	12 25 11 25 10 00 8 00
20 by 30 to 24 by 30.....	15 00 13 75 11 50 9 00
24 by 31 to 24 by 36.....	16 50 15 00 12 50 10 00
25 by 36 to 30 by 44.....	17 50 16 00 14 50 12 50
30 by 46 to 32 by 48.....	20 00 18 00 15 50 13 50
32 by 50 to 32 by 56.....	22 00 20 00 17 00 14 50
Above.....	25 00 25 00 20 00 16 00
(The above subject to a discount of 55¢ @ 60 per cent.)	
<b>French Window—1st, 2d, 3d and 4th qualities.</b>	
(Single Thick.)	
6 by 8 to 8 by 10.....	(4 qts.) per 50 feet 10 @ 7 75
8 by 11 to 10 by 15.....	(4 qts.) 10 50 @ 8
11 by 14 to 12 by 18.....	(4 qts.) 12 @ 9 25
14 by 16 to 16 by 24.....	(4 qts.) 12 50 @ 9 75
18 by 22 to 18 by 30.....	(4 qts.) 15 @ 10 50
20 by 28 to 24 by 30.....	(4 qts.) 18 50 @ 12
26 by 24 to 24 by 36.....	(4 qts.) 19 50 @ 12 50
26 by 34 to 26 by 40.....	(3 qts.) 21 50 @ 16
28 by 38 to 28 by 44.....	(3 qts.) 22 @ 16 50
28 by 46 to 30 by 48.....	(3 qts.) 23 @ 17
30 by 50 to 32 by 52.....	(3 qts.) 24 50 @ 18
32 by 54 to 34 by 56.....	(3 qts.) 26 50 @ 19 50
34 by 58 to 34 by 60.....	(3 qts.) 30 @ 22
36 by 60 to 40 by 60.....	(3 qts.) 36 @ 28
(Subject to a discount of 55¢ @ 60 per cent.)	
English sells at 40¢ @ 60 per cent. off the above rates.	

## New York Stock Exchange.

Actual Sale Prices for the week ending July 6.

	Th. 30. F. 1.	Sat. 2.	M. 4.	Tu. 5.	W. 6.
Canton Co.....	60	62½	62½	62½	62½
Central Pacific 6s.....	93½	90½	90½	90½	90½
Central of N. Jersey.....	108½	109	109½	109½	109½
Chicago & Alton.....	117	117	118	118	117
.. pref.....		118	118	118	118
.. 1 M.....					
.. S. F.....					
.. Inc. bds.....					
Chicago, Burl. & Q.....					162
.. 8, 1883.....	111½				
Chi. & Gt. Eastern 1st m.....					
Chi. & Northwestern.....	83½	83½	83½	83½	83½
.. pref.....	88½	89	89½	89½	89½
.. 1st M.....					
.. S. F.....					
.. Consol.....	92½				
Chic. Rock Isl. & Pac. 116½	117½	117½	118	117	
Chicago & R. I. 7½, 1870, 101½					
Chi. R. I. & Pa. 7½, 1896.....	90				98½
Clev., Col. & C. Ind.....	81½				81½
Clev. & Pittsburgh.....	109½	109½	109½	100	109½
.. 2 M.....					
.. 3 M.....					
.. 4 M.....					
Clev. and Toledo.....					
.. S. F. 7s.....	20½	21½	21½	22	21½
Col., Chi. & Ind. C. 20½	21½	21½	21½	22	21½
.. 1 M.....	84½	84½			84
.. 2 M.....					
Cumberland Coal pref.....					
Del. & Hudson Canal.....	125	125	125	125	125
Del. Lack. & Western.....				105	105
.. 1 M. 7s.....					
.. 2 M. 7s.....					
Dubuque & Sioux City.....	107				
Erie Railway.....	23	22½		23½	
.. pref.....					
.. 1 M. 7s, 1897.....					
.. 2 M. 7s, 1879.....					98½
.. 3 M. 7s, 1883.....					
.. 4 M. 7s, 1880.....					84
.. 5 M. 7s, 1888.....					
Great Western 2d mort.....					
Hannibal & St. Joseph, 118½	118½	118½		117½	
.. pref. 121				120½	121½
Hudson River.....					
.. 1 M. 7s, 1869.....					
.. 2 M. S. F.....					
.. 3 M. 7s, 1875.....					
Illinois Central.....	140½	141½			
.. bonds.....					
Lake Shore & Mich. S. ch. 98½	99½	100½		101½	101
Lake Shore Div. bonds.....					
Marietta & Cin. 1st pref.....	20				
.. 2d pref.....					
Michigan Central.....				120½	
.. S. F. 8s, 1882.....					
.. conv. 8s, '69.....					
M. S. and N. I. 1 M. S. F.....					100
.. 2 M.....					
Mariposa Mining Co.....				7½	
.. pref.....	15½	15½	15½	15½	16
.. Tr. 10s cts.....					44
Milw. and St. Paul.....	66	66½	67	67½	66½
.. pref.....	81	81½	82	82	81½
.. 1st mort.....				92½	
.. 2d mort.....					
.. 8s.....				108	
.. 7-10s con.....	95			96	95½
Missouri 6s.....		92½		92	92
.. H. & St. J. les.....		92½			
Morris and Essex.....	89½	90	90½	90½	90
.. 1st mort.....					
.. 2d mort.....					
New York Central.....					



## New York Stock Exchange.

Actual Sale Prices for the week ending July 6.

Th.30.F.1. Sat.2. M.4. Tu.5. W.6

## FEDERAL STOCKS:—

U. S. 5s, 1871, reg.	108	108	108	108
U. S. 5s, 1871, coup.	108	108	108	108
U. S. 5s, 1874, reg.	108	108	108	108
U. S. 5s, 1874, coup.	108	108	108	108
U. S. 5s, 10-40s, coup. 108	108	108	108	108
U. S. 5s, 10-40s, reg. 107	108	108	108	108
U. S. 5s, 1881, reg.	115	115	115	115
U. S. 5s, 1881, coup. 118	115	115	115	115
U. S. 6s, '81, O.W.L. y.	115	115	115	115
U. S. 6s, 1881, . . .	112	112	112	112
U. S. 6s, 5-20s, reg. '62.	112	112	112	112
U. S. 6s, 5-20s, c. 1862. 111	112	112	112	112
U. S. 6s, 5-20s, reg. '64.	112	112	112	112
U. S. 6s, 5-20s, c. 1864. 111	112	112	112	112
U. S. 6s, 5-20s, reg. '65.	112	112	112	112
U. S. 6s, 5-20s, c. 1865. 112	112	112	112	112
U. S. 6s, 5-20s, r. n. '65. 110	112	112	112	112
U. S. 6s, 5-20s, c. n. '65. 111	112	112	112	112
U. S. 6s, 5-20s, reg. '67. 110	112	112	112	112
U. S. 6s, 5-20s, c. 1867. 111	112	112	112	112
U. S. 6s, 5-20s, reg. '68.	112	112	112	112
U. S. 6s, 5-20s, c. '68. 113	112	112	112	112
U. S. 6s, Pac.R.R. issue 113	112	112	112	112

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 6.

W.29.Th.30.F.1. Sat.2. M.4. Tu.5

Catawissa	37	37	37	37
Camden and Amboy	119	119	119	119
6s, 1870	94	94	94	94
6s, 1875	94	94	94	94
6s, 1883	92	93	94	94
6s, 1889	89	89	89	89
mort. 6s, '89	94	94	94	94
Elmira & Williamsport	94	94	94	94
pref.	94	94	94	94
Lehigh Navigation	34	34	34	34
6s, 1884	85	85	85	85
Gold L.	89	87	88	88
R. R. L.	89	87	88	88
Lehigh Valley R.R.	58	58	57	57
6s new coup.	95	95	95	95
6s new reg.	95	95	95	95
Little Schuylkill R.R.	46	46	46	46
7s.	53	53	53	53
Minehill	54	53	53	53
Morris Canal	54	53	53	53
6s, 1876	54	53	53	53
North Pennsylvania	89	89	89	89
6s, 1890	89	89	89	89
7s.	89	89	89	89
10s, 1887	89	89	89	89
Northern Central	57	57	57	57
Pennsylvania R. R.	57	57	57	57
1st M.	98	98	98	98
2d M.	98	98	98	98
Penn. State, 6s, 1st series	102	102	102	102
6s, 2d series	102	102	102	102
6s, 3d series	102	102	102	102
6s, W. L.	102	102	102	102
Philadelphia City, 6s	100	100	100	100
new	100	100	100	100
Philad. Germ. & Nor.	81	81	81	81
Phila. & Reading	53	53	53	53
7s, 1893	29	29	29	29
Philadelphia and Erie	29	29	29	29
6s.	92	92	92	92
7s.	92	92	92	92
Schuylkill Navigation	18	18	18	18
pref.	18	18	18	18
6s, 1882	18	18	18	18
6s, 1876	18	18	18	18
6s, 1872	18	18	18	18
Susq. Canal	46	46	46	46
6s, 1878	46	46	46	46
Union Canal, pref.	46	46	46	46
6s, 1878	46	46	46	46
Hestonville, (Horse)	22	22	22	22
Chestnut & Wal.	22	22	22	22
Green & Coates	22	22	22	22
2d and 3d streets	22	22	22	22
Spruce and Pine	22	22	22	22
13th and 15th sts.	22	22	22	22

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 6.

W.29.Th.30.F.1. Sat.2. M.4. Tu.5

Baltimore City 6s, 1875	94	94	94	94
1886	94	94	94	94
1890	94	94	94	94
1884	94	94	94	94
Balt and Ohio	97	97	97	97
bonds, 1875	97	97	97	97
1880	97	97	97	97
1885	97	97	97	97
Marietta & Cin. 1st M.	96	96	96	96
2d M.	96	96	96	96
Northern Central	77	76	76	76
bonds, 1885	77	76	76	76
1900	77	76	76	76
N. W. Va. 1st mort.	77	76	76	76
2d mort.	77	76	76	76
3d mort.	77	76	76	76
City Passenger R. E.	77	76	76	76

## Boston Stock Exchange.

Actual Sale Prices for the week ending July 6.

Th.30.F.1. Sat.2. M.4. Tu.5. W.6

Boston and Albany	148	148	148	148
Boston and Lowell	148	148	148	148
Boston and Maine	146	146	146	146
Boston and Providence	142	142	142	142
Boston, Hartford & Erie	4	4	4	4
7s, new	30	29	28	28
Cheshire, pref.	91	91	91	91
Concord	91	91	91	91
Connecticut River	91	91	91	91
Eastern	120	120	120	120
Fitchburg	132	134	132	132
Manchester & Lawr'ce	132	134	132	132
Michigan Central	120	120	120	120
Northern, N. H.	116	115	115	115
Ogdens & Lake Champlain	91	91	91	91
pref.	91	91	91	91
Old Colony & Newport	96	96	96	96
Ph. W. & Baltimore	53	53	53	53
Port'd, Saco & Ports.	53	53	53	53
Union Pacific	40	41	39	38
6s	84	84	84	84
Land Grant 7s	84	84	84	84
Income 10s.	85	85	85	85
Vermont & Canada	104	104	104	104
Vermont & Mass.	104	104	104	104
South Boston (Horse)	104	104	104	104
Cambridge	104	104	104	104
Metropolitan	104	104	104	104
Middlesex	75	75	75	75
Central Mining Co.	104	104	104	104
Copper Falls	6	6	6	6
Franklin	104	104	104	104
Huron	104	104	104	104
Ile Royale	104	104	104	104
National	104	104	104	104
Pewabic	2	2	2	2
Pittsburg	7	7	7	7
Quincy	20	20	20	20

## London Stock Exchange.

Closing Prices—

June 17. June 24.

Atl. & Gt. West. N. Y. sec. 7 per ct	65	70	65	70
1st mort, 1880	65	70	65	70
Do. do, 2d mort, 1881	65	70	65	70
Do. Penn, 1st mort, 1877	65	70	65	70
Do. do, 2d mort, 1882	65	70	65	70
Do. Consol, 7 per cent, mort, 1890	27	28	28	29
Detroit and Milwaukee 1st mort. 7s.	70	73	70	73
Do. 2d mort. 8 p. c.	70	73	70	73
Erie shares 100 dol. all paid	18	18	18	19
Do. sterlg. 6 p. c. convertible bonds	64	68	65	67
Do. 3d mort. 7 p. c. 1883	70	75	70	75
Illinois Central, 6 per cent, 1875	102	100	102	100
Do. Redemption mort. bonds 6 p. c. 100	88	92	88	92
Do. 7 per cent, 1875	113	113	113	113
Do. 100 dol shares, all paid	82	84	82	84
Marietta and Cin. R. R. bonds 7 p. c.	82	84	82	84
New York Central, 100 dol. shares	101	103	101	103
Panama General mort. 7s, 1897	97	99	97	99
Penn. R. R. bonds, 2d mort. 6 per ct.	97	99	97	99
Do. General mort. 6 p. c. 1910	92	93	92	94
Do. 450 shares	44	46	45	47
Philadelphia and Erie 1st mort. 1881	92	94	92	94
Do. with option to be paid in Phila.	92	94	92	94

## American Railroad Journal.

Saturday, July 9, 1870.

## Stock Exchange and Money Market.

The old fiscal year closed and the new one has opened on a very easy market for Money. The offerings of capital have been very liberal both on bank and on private account. The inquiry for aid has been comparatively moderate. Call loans have been quoted at 3@5; choice to good mercantile credits at 5@7 per cent. per annum. The city banks added about 3½ millions to their specie reserve, and 1½ millions to their deposits, during the week; while reporting a loss of less than half a million of legal tender notes. They reduced their loan averages, about half a million, and slightly diminished their circulation. The U. S. Sub-Treasury, last week, reduced its coin balance \$2,658,120; and its currency reserve \$2,077,493. The office has discontinued the item of general balances, in its daily report, since the first instant. The aggregate receipts of the office in June were \$50,401,200, including \$10,263,805 (in coin) from customs; aggregate payments, \$43,189,172, including \$2,034,252 of coin interest. At the beginning of July, the coin balances under

the control of the Treasury Department were \$112,776,049, against \$106,789,782 on June 1st; currency balances, \$28,945,067, against \$14,243,817 on June 1st. The coin certificates outstanding July 1, amounted to \$34,547,120, against \$35,395,800 June 1. The unusually heavy interest and dividend disbursements, in progress since July 1, have added largely to available supplies of Money. The Treasury Department has announced that in July it will sell four millions of Gold, and buy in six millions of Five-Twenties. The latest Washington reports of Wednesday were to the effect that the Conference Committee on the Currency bill agreed to report a bill authorizing the issue of \$54,000,000 new national bank notes, and the retirement of the Three Per Cent. Certificates, the latter to be withdrawn as the former are issued; also the redistribution of \$25,000,000 national bank capital.

Under instructions from the U. S. Treasurer at Washington, the acting Assistant Treasurer at this port, on Friday, July 8, will receive bids for \$2,353,687 of coin interest accrued on the Five-Twenties held by the Treasurer for account of the Sinking and Special Funds; and on the following Monday, July 11, will receive offers of Five-Twenties bonds to the amount of the currency proceeds of the Gold interest to be awarded on Friday. These operations will make the Treasury sales of Gold in July \$6,353,687; and the purchases of bonds, eight millions, all told.

The specie reserve of the city banks according to the latest return is \$31,611,330, against \$23,520,267 same time last year. The city bank deposits are now \$219,083,428, against \$179,929,467 week ending July 3, 1869. The legal tender reserve amounts to \$56,815,254, against \$46,737,263 same time last year. The circulation now stands at \$33,070,365, against \$24,217,973 same time last year. The loans are now \$276,496,503, against \$258,368,471 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about \$93,789,400 a day, against a daily average of \$89,537,211 the preceding week, and \$83,145,447 the week ending with June 18, 1870. The current weeks' exchanges average about 88 millions a day. The city banks, last week, reported a gain of \$3,382,345 of specie, and \$1,560,870 of deposits, with a loss of \$400,271 of legal tender notes. They reduced their loans, \$520,864; and their circulation, \$23,748.

The city bank exchanges on Wednesday were about 96¼ millions.

National Bank notes to the amount of \$275,010 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to \$325,926,144, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$26,657,138, leaving, with the existing 1,614 banks, (having an aggregate capital of \$427,004,247,) an actual circulation at this date, of \$299,269,006. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,278,553; and for the public deposits, \$16,402,500—making a total of \$358,681,053. The Treasury Department last week redeemed and destroyed \$104,000 of worn and mutilated fractional currency, and issued \$238,195 of new.

The U. S. Sub-Treasury receipts, week ending with July 2, were \$6,082,136 in coin, (including \$2,181,000 from customs duties,) and \$4,250,138 in currency; payments, \$8,690,256 in coin, (including \$6,229,230 of coin interest,) and \$6,827,682 in currency; balance at the close of the week, included \$73,464,651, of coin, and \$10,692,898 of currency, against a general balance of \$90,301,735 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows: On Tuesday, receipts, \$546,817 in coin (including \$420,680 from customs), and \$988,843 in currency; payments, \$1,186,291 in coin (including \$1,157,200 of coin interest) and \$1,186,291 of currency. The balance at the close of business on Tuesday included \$11,210,956 of currency, and \$72,875,178 of coin, against a general balance of \$91,631,992, a week previous; and \$90,971,585 on June 21, 1870.

The U. S. Sub-Treasurer issued in June \$4,363,000 of coin certificates.

The U. S. Sub-Treasurer retired, last week, \$1,796,124 of coin certificates, received for customs.

Government revenues have yielding less liberally since our last. The excises, during the week yielded about three millions; customs at the port of New York, \$2,087,125, and at the outports about \$650,000 (in coin) more, making the grand total income for the week equal to about \$5,923,015 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been \$183,500,000.

The Gold market has been without remarkable animation. The speculative demand has been less confident. The export and customs inquiry has been light. The offerings of "cash gold" have been on a liberal scale. The coin interest disbursements on Government and corporate account have been unusually extensive. The range of price has been from 111½@112½, and the closing quotation on Wednesday was 111¾. The Gold Exchange Bank clearances have averaged about 38 millions. Government has announced that in July it will sell four millions of Gold, as follows: Wednesday, July 6, \$1,000,000; Wednesday, July 13, \$1,000,000; Wednesday, July 20, \$1,000,000; Wednesday, July 27, \$1,000,000. The bids will be received at the U. S. Sub-Treasury here, on the usual conditions. On Wednesday, Government made its opening sale for July of a million of Gold at from 111 12½@111 31. The aggregate of the bids was \$2,075,000, and the range from 110 76@111 31. On Friday, Government was to offer the Treasurer's interest gold, amounting to \$2,353,686, to the highest bidder.

Chicago is paying off its city debt in coin. All the railroad companies whose offices are in Philadelphia paid the half year's interest, July 1st and 2d then maturing, on all of their debts created before the passage of the legal tender act, in 1862, in coin or its equivalent. The Pennsylvania Railroad Company led off, paying out not only the interest on its first mortgage loan of \$4,972,000, without rebate of the 5 per cent. government tax, but giving notice also that the amount of the memoranda previously given for Pennsylvania second mortgage and Philadelphia and Erie Railroad coupons, maturing on the first of April last, will be paid in coin on the 25th instant. The amount of the Pennsylvania Railroad Company's second mortgage is \$4,886,840, and of the Philadel-

phia and Erie first mortgage is \$1,000,000. The interest payable on these three several items of principal at 3 per cent. amount to about \$325,000, the premium on which will cost some \$40,000 at the present rate of premium. The Philadelphia and Reading Railroad Company paid interest in coin or its equivalent on its bonds of 1860 and 1866, and the North Pennsylvania on its \$2,275,000 of first mortgage bonds. The Reading Company, and we believe, the North Pennsylvania, also paid the full interest without deducting the 5 per cent. government tax.

The coin balance of the U. S. Sub-Treasury on Thursday morning was \$72,465,554.

The customs demand for Gold last week, averaged \$339,521 a day; thus far, this week, it has averaged \$415,000 a day, or equal to a weekly aggregate of \$2,490,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$128,453; and since Jan. 1, 1870, \$7,176,326, against \$9,597,838 same time in 1869. The total customs revenue of the Government, in coin, at this port, during the fiscal year, ending with June 30, 1870, was \$134,527,931 against \$124,688,174, in 1868-'69.

The customs revenue of the port on Wednesday was \$567,000.

The customs revenue at the port of San Francisco, from Jan. 1 to June 23d, was \$3,809,657, against \$3,532,486 same time last year.

The exports of specie, from this port, last week, were \$734,600 against \$852,957 same week last year; total, year ending July 1, 1870, \$34,174,102, against \$37,189,892 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$6,229,230, and year ending July 1, 1870, \$86,647,054 against \$88,325,756 in 1868-'69.

The specie exports by steamer and railway from San Francisco, from Jan. 1 to June 23d, were \$17,815,848, against \$20,609,338 same time last year.

Business in foreign exchange has been on a moderate scale, since our last. Rates have been fairly supported most of the week, though closing rather less buoyantly. Bankers' sixty day bills on London closed on Wednesday at 109½@109¾, and on Paris to 5.20c.@5.15; sight bills on London to 110½@110¾, and on Paris to 5.14½c.@5.13¾. The offerings of produce bills have been again liberal since our last. The week's exports of domestic produce have been to the currency value of \$4,192,846, and the total year ending July 1, 1870, \$196,569,675, against \$165,923,201 preceding fiscal year.

Government securities have been in improved demand at, in the main, firm prices. The offerings of bonds, have been comparatively light. The investment inquiry has been more satisfactory, stimulated by the prevailing and assured ease in Money, and by the very favorable public debt statement of July 1, which showed a reduction of the aggregate in June, full \$20,203,240, and since March 4, 1869, \$139,004,058, of which latter amount \$124,000,000 went to the purchase of United States 6-20s, in reduction of the Funded Debt, and \$15,000,000 to the reduction of the Unfunded Debt of the United States. Government announces that it will buy in six millions of Five-Twenties in the current month of July as

follows: Thursday, July 7, \$1,000,000 sinking fund. Thursday July 14, \$2,000,000 special fund. Thursday, July 21, \$1,000,000 sinking fund. Thursday, July 28, \$2,000,000 special fund. The six per cents of 1881, the new issues of the Five-Twenties of 1865, 1867 and 1868, are now quoted ex the 1st of July three per cent. coupons.

U. S. sixes of 1881 closed here at 115@115½; U. S. Five-twenties of 1862, 111¾@112; U. S. Five-twenties of 1864 at 111¾@112; U. S. Five-twenties of 1865 at 111¾@112; U. S. Five-twenties of 1865 consolidated, 110¾@110¾; U. S. Five-twenties of 1867, 110¾@111; U. S. Five-twenties of 1868, 110¾@111; U. S. Ten-forties at 108¾@108¾; U. S. Six per cent. currency bonds, 114@114¾.

State bonds have been in fairly active demand at generally firm prices.

Railway bonds have been in better investment demand, including Central Pacific Sixes, which closed at 90½@90¾; and Union Pacific Sixes at 85@85½.

Railway and miscellaneous share property has been more active and generally stronger in price. The latest dealings showed less firmness, on a less confident speculative inquiry.

At Frankfort on Wednesday U. S. Five Twenties closed at 96; and Central Pacific First Mortgage Bonds at 74¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 22.	June 29.	July 6.
Consols.....	92¾@92½	92¾	93½
U. S. 5-20's of 1862...	90	90¾	90¾
U. S. 5-20s, 1865.....	89¾	90	90¾
" 1867 ....	88¾	89¾	89¾
" 10-40s ....	87¾	88	88¾
Erie.....	19½	19	19
Ill. Central.....	113½	114	115
At. and Gt. West....	28½	28	28

General business has shown very little activity since our last, though, in the instances of most kinds of domestic produce, the changes of prices have been favorable to buyers. Middling upland cotton closed at 20¼ cts. per lb. The stock of cotton now here is given at about 37,500 bales. The receipts at the port this week, have averaged about 1,175 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,791,900 bales, against 2,026,550 bales in 1868-'9; exports, same time 2,090,200 bales, against 1,416,450 bales same time in 1868-'9; stock on hand at latest dates, 170,150 bales, against 56,025 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 8,088 pkgs., against 14,828 pkgs., same time in 1869. From Boston, 3,318 pkgs. in 1870, against 4,373 pkgs. same time in 1869.

Foreign goods have been comparatively quiet, but quoted, in the main, steady.

At the Live Stock markets, this week, Beeves have been in moderate demand at from 8@17c. per lb.; week's receipts, 6,014. Milch cows have been in less demand; at \$40@\$100 each, receipts, 66. Veal calves have been quiet and heavy at from 6@11½c. per lb.; receipts, 3,283. Sheep have been in fair request at from 4@7c.; lambs at 8@14c. per lb.; receipts, 27,690. Swine dull at 9@9½c. per lb., all live weight; receipts, 11,009.

Ocean freights have been quiet, but quoted about steady. For Liverpool we quote flour at



1s. @1s. 3d. by sail, and 1s. 3d. @1s. 6d. by steamer per bbl.; grain at 4@4½d. by sail, and 5@5½d. by steamer, per bushel; cotton at ½d. @½d. by sail and ¼d. by steamer per lb.; and heavy goods 10s. @25s. by sail, and 15s. @35s. by steamer, per ton. Total number of vessels in port on Wednesday, 447.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending July 5, and since the beginning of the year:

	1869.	1870.
For the week.....	\$4,431,637	\$4,192,846
Previously reported....	87,597,889	87,969,620
Since Jan. 1.....	\$92,029,526	\$92,162,466

The imports for the week ending July 2, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods.....	\$1,162,777	\$934,444
Gen. merchandise.....	3,679,682	3,633,866
Total for the week.....	\$4,842,459	\$4,568,310
Previously reported....	157,524,519	147,895,263

Since January 1.....\$162,366,978 \$152,463,573

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

**New York.**—Georgia 7s, 92½; North Carolina 6s, special tax, 27; do., Fund Act, 1866, 41½; do., 1868, 38; South Carolina 6s, Jan. and July, 80; Alabama 8s, 99¼; do., 8s, R. R. bonds, 97½; Louisiana 6s, Levee bonds, 77; Brooklyn 6s, W. L., 92½; Albany and Susquehanna 2d mort., 94; Chicago and Northwestern Interest bonds, 93; Dubuque and Sioux City 1st mort., 96; Ohio and Mississippi consol. bonds, 89½; North Missouri 1st mort., 86½; Great Western (Ills.) 1st mort., 1888, 91; New York and New Haven R. R., 153; do., 6s, 97; New Jersey R. R., 119; Western Union Telegraph, 33¾; Atlantic Mail S. S. Co., 80; Adams Exp. Co., 68¾; U. S. Exp., 46; Wells-Fargo Exp., 16; Am. Mer. Union Exp., 45; Wilkesbarre Coal and Iron, 86; Consol. Coal Co. of Md., 30; Consol. Gaegory gold, 1.15; Central gold, 0.27; Grass Valley gold, 0.40; Liberty gold, 0.02; La Crosse gold, 0.12; Smith and Parmalee gold, 1.00.

**Philadelphia.**—Oil Creek and Allegheny River R. R., 47½; do. bonds, 81¾; West Jersey 6s, 90; do., 7s, 97; Connecting R. R. 7s, 86; Warren and Franklin 7s, 86½; Huntingdon and Broad Top Mt., 1st mort., 91; Pennsylvania R. R., General mortgage bonds, 97; Lehigh Nav. Conv. Loan, 79½; Philadelphia and Sunbury 7s, 97; Penn. and New York Canal 7s, 92½; Phila. and Trenton R. R., 118; McClintock oil, 0.81. The latest quotations are: City 6s, 100@100½; do., free of tax, 101½@101¾; State 5s, coupon, 103@—; do., 6s, W. L., 105@—; do., 1st series, 102@—; do., 2d series, 106½@—; do., 3d series, 109½@110½; Reading 5½@55½; do., 7s, 1893, 105@106; do., mort. 6s, 1880, 92@—; Camden and Amboy, 119½@119¾; do., mort. 6s, 1889, 94@94½; do., 1888, 94@94; do., 1889, 89@90; Penn. R. R., 58@58; do., 1st mort., 100@—; do., 2d mort., 99½@—; Little Schuylkill R. R., 45@46½; Morris Canal, 25@30; do., pref., 70@72; do., 6s, 82½@85; do., scrip 7s, 68@—; Susquehanna Canal, 8@10; do., 6s, 45@48; Schuylkill Nav., 8@9; do., pref., 17½@18½; do., 6s, 1882, 72@74; Elmira

and Williamsport pref., 88½@—; do., 7s, 1873, —@95; do., 6s, 80@81; Lehigh Coal and Navigation, 34¾@35; do., 6s, 1884, 85@86; do., R. R. Loan, 91½@92½; do., Gold Loan, 88@88½; North Pennsylvania, 40@41; do., 6s, 93½@93¾; do., 7s, 89½@90; do., Chatte 10s, 110@—; Philadelphia and Erie, 29½@30; do., 6s, 92@93; Minehill, 53¾@54; Catawissa, 18½@—; do., pref., 38½@38¾; Lehigh Valley, 57½@57¾; do., 6s, 95@96; do., 6s, reg., 96@96½; Fifth and Sixth streets, (horse,) 38@38½; Second and Third, 47@48; Thirteenth and Fifteenth, 21½@22; Spruce and Pine, 23@24; Green and Coates, 40@—; Chestnut and Walnut, 45@45½; Hestonville, 14½@15; Union, 43@44½.

**Boston.**—Agricultural Branch R. R., 1st mort. 6s, 79½; Cedar Rapids and Missouri 7s, 1916, 87½; Cincinnati, Sandusky and Cleveland, 36½; do. pref., 35½; do., 7s, 1890, 83; do., 6s, 1900, 75½; Vermont and Massachusetts R. R. 6s, 91½; Eastern R. R. 6s, 1874, 97½; Old Colony and Newport 7s, 102¾; do., 6s, 1876, 95½; Mansfield and Framingham 1st mort., 7s, 95½; Philadelphia, Wilmington and Baltimore 6s, 1876, 93¾; Vermont Central and Vermont and Canada 8s, 1877, 103½; do., 1875, 103½; Vermont Central 1st mort., 86½; Stanstead, Shefford and Chamby 7s, 82½; Indianapolis, Bloomington and Western 1st mort. 7s, 81@84¾; Boston, Concord and Montreal 6s, 1889, 89¾; Hannibal and St. Joseph 8s, 1874, 103; Kalamazoo, Allegan and Grand Rapids 8s, 95; Rutland R. R., 31; do. pref., 85; do., 7s, 82; Indianapolis and Cincinnati R. R., 21½; Eastern (N. H.) R. R., 118¾; Boston, Clinton and Fitchburg pref., 71; Connecticut and Passumpsic Rivers pref., 91½; do., 7s, 1876, 100; Chicago, Iowa and Nebraska R. R., 119¾; do., 2d mort. 7s, 97; Boston Water Power Co., 15; Cary Imp., 8½; Connecticut 6s, 1881, 99¾; Missouri 6s, 1874, 94¾; Maine 6s, 1889, 98¾; Massachusetts 6s, 1872, gold, 109¼; do., 5s, 1894, gold, 97¾; do., 6s, 5-20s, currency, 100½; Portland 6s, 1877, 99¼; do., 1887, 95¼; do., 1886, 95½; Cleveland, O., 7s, 1872, 99¼; St. Louis 6s, 1877, 92; do., 1886, 88½; do., 1887, 95; Taunton 6s, 1880, 98½; Bath 6s, 1891, 89½; Concord 6s, 5-20s, gold, 99; Albany 6s, 1896, 89¾; Chicago 7s, 98; Boston 5s, 1882, 96.

**Baltimore.**—Virginia 6s, old, reg., 54½; do., 1867, 62½; Maryland Defense Loan, 102½; Pittsburg and Connellsville bonds, 90; Orange, Alex. and Manassas bonds, 79; Western Maryland 1st mort., 79; Richmond and Danville bonds, 77½; Central Ohio R. R., 24. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 89½@90½; Baltimore and Ohio, 135@140½; do., 6s, 1875, 93¾@94; do., 1880, 97@97½; do., 1885, 95@96; Northern Central 44¾@45; do., 6s, 1885, 93@95; do., 1900, 88@—; do., 6s, 1900, gold, 98@98½; Parkersburg Branch, 23@23½; N. W. Va. 1st mort., 96@—; do., 2d mort., 96@96; do., 3d mort. 1885, 93@93½; Marietta and Cincinnati 7s, 1892, 96½@96½; do., 2d mort., 76½@76½; Central Ohio, 28½@28½; do., 1st mort., 84½@84½; Western Md. 6s, 1890, 79@79; do., guar., by Baltimore City, —@—; do., 2d mort., guar., —@—; do., 6s, pref., 63@69; do., 6s, guar., by Washington Co., —@85; Richmond and Danville bonds, 78@79; Orange and Alexandria 1st mort., 6s, 80@82; do., 2d mort., 6s, 78@81; do., 3d mort., 8s, 85@85; do., 4th mort., 8s, 78½@80; Orange,

Alexandria and Manassas 7s, 78@78½; Virginia and Tennessee 8s, 82@85; do., 6s, 1st mort., 83@—; do., 6s, 2d mort., 76½@77; Baltimore 6s, 1875, 95@95½; do., 1884, 94@94; do., 1886, 93@94½; do., 1890, 94½@94½; do., 1893, 93@94½; do., 5s, 1888-70, —@76; Memphis City 6s, 54½@55; Maryland Defense Loan, 1883, 102@102½; City Passenger R. R. 22@23½; George's Creek Coal, 63@65; Atlantic Coal, 2.00@2.40; Bare Hill, 0.20@0.25.

#### Hannibal and St. Joseph Railroad.

At a meeting of the directors of this company in Boston on the 29th ult., it was—

**Voted,** That whereas the earnings of the road for six months ending July 1st, 1870, are sufficient for the declaration of a dividend, all prior earnings having been applied to the improvement, maintenance and working of the road.

That there be distributed to the holders of preferred stock of record July 31st, 1870, 7 per cent. upon the amount of said stock, payable August 15th next, being the amount of preference to which they are entitled for the year 1870, as per the provisions of the indenture of April 1st, 1863; and that there be paid to the holders of the common stock of record of July 31st, 1870, a dividend of 3½ per cent., payable August 15th next, for the six months ending July 1st, 1870; and that the earnings of the road for the remaining six months be first applied to pay the further dividend of 3½ per cent. on said common stock, and that the books be closed from the 1st to the 16th day of August, 1870, inclusive.

The railway which is to be forthwith commenced in Japan is to be from Yedo to Osaka, with a branch line to Yokohama, and from Osaka along Lake Bica to Tsuruga, a port south of Nilgata. So soon as the line is inaugurated the supplies of rice, which have now to pass by a lengthened water route, will be brought down from Tsuruga by rail, and the difference in distance will more than compensate for the extra cost of the improved carriage.

The railway works throughout Peru are progressing rapidly, and the appearance of Mr. Meiggs' American locomotives in Lima caused a sensation of admiration and surprise among the Peruvians, accustomed to the very different class of engines employed on the English roads to Caliao and Chorrillos. Several railroads, undertaken by private individuals in the north of Peru, are also pushing forward.

The Atlantic and George's Creek Coal Company, Baltimore, has declared a dividend of 15 cents per share for the past six months, payable on and after 18th inst.

The George's Creek Coal and Iron Company, Baltimore, has declared a dividend of \$2 per share, payable on and after 15th inst.

The directors of the Consolidated Kennebec and Maine Central railroad are R. D. Rice, Augusta; J. B. Brown, Portland; A. D. Lockwood, Lewiston; R. B. Dunn, Waterville; G. F. Patten, A. Coburn, Bath. President, R. D. Rice.

The Smithtown and Port Jefferson Railroad Company propose to construct a road from Port Jefferson, in Suffolk county, to Northport a distance of 16 miles. The capital is \$200,000.

It is now but two days' ride from St. Paul to Duluth, stopping for rest through the night at Upper Moose River station, Lake Superior railroad.

## Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY FOR INJURIES TO EMPLOYEES—ABILITY OF DEFENDANT TO PAY DAMAGES.

The late case of *Hunt vs. The Chicago and N. W. Railroad Company* (26 Iowa, 363,) was an action for damages for injuries sustained by plaintiff, (who was a brakeman in the employ of the defendant,) by being struck by the bars of a cattle chute, which had been left projecting, knocked from the car, and thrown under the train, which passed over and crushed both his arms. One of them was afterwards amputated and the other rendered useless.

The following is the able opinion of the court delivered by

WRIGHT, J.—It is claimed that this language, to wit: "if the injury was caused by the carelessness or negligence of the defendant, then plaintiff is entitled to your verdict," found in the third instruction is erroneous, for that it ignores entirely the question of the contributing carelessness of the plaintiff, or the want of proper care and watchfulness on his part to avoid the injury.

It is conceded that it was plaintiff's duty to satisfy the jury that the injury was occasioned without fault on his part, and through the neglect or want of proper or requisite care and prudence on the part of defendant. And it may be admitted that the part of the instruction above quoted, standing alone, would be erroneous. It would certainly tend to mislead the jury. Upon two grounds, however, it is stripped of any prejudicial error in the present case. The first is, that the court in the charge expressly said that before plaintiff could recover, the jury must find that the injury was received without fault or negligence on his part; that he was required to exercise ordinary care to avoid injury from the acts of other employees of the road, and that he could not recover if his own negligence was in whole or in part the approximate cause of the injury. The second is that the question was specifically asked the jury whether plaintiff's negligence or want of care contributed to the injury and such negligence is completely negatived by the answer. The cases of *DeMoss vs. Haycock*, 15 Iowa 149, *Baker vs. The Steamboat Milwaukee*, 14 Id. 225, *Bondurant vs. Crawford*, 22 Id. 40, (not to refer to numerous others upon the same subject) teach unmistakably that appellant under these circumstances is in no condition to object to this instruction, and that all possible error contained therein, is so completely removed, or chance for prejudice so entirely rebutted, that we could not reasonably nor consistently upon this ground reverse the judgment.

The next point made arises upon a portion of the fifth instruction, as follows: "Plaintiff, in the performance of his duty, is required to exercise ordinary care to avoid injury from the acts of the other employees of the road; while the defendant in operating its trains upon its road, is required to exercise that care and caution which very attentive and vigilant persons exercise in their own affairs. In other words, while the plaintiff must discharge his duties in the exercise of ordinary care, the defendant must use all the care and caution which, under the circumstances, are practicable, and is responsible for all accidents and injuries happening to passengers or persons em-

ployed on its road which might have been prevented by the exercise of extraordinary care on its part." And, as further showing the view of the law touching the question under consideration, the court also instructed that, "our law provides that every railroad company shall be liable for all damages sustained by any person, including employees of the company, in consequence of any neglect of the agents, or any mismanagement of the engineers or other employees of the corporation, to any person sustaining such damages. So that if, in this cause, the plaintiff has sustained any damage in consequence of any neglect of any agent, or by mismanagement of the engineers, or any other person in the employ of the company, then the company is liable for such damages, unless you find from the evidence that plaintiff's own negligence was in whole or in part the proximate cause of the injury."

Appellant insists that the rule or rules thus laid down, though correct as to the duty of the company toward passengers, is erroneous as to the relative rights and duties of the company and its employees; that the true rule is, that extraordinary care and caution are due from the company to passengers, while ordinary care only is due to the employee. Plaintiff, as we understand it, not controverting these positions looking to the common law, and in a proper case, maintains that the statute (ch. 169, § 7, Laws of 1862) introduces a new rule on this subject, and if not, then that the act of defendant's employees in permitting the bars of the cattle chute to project was gross negligence, and defendant could not, therefore, be prejudiced by the instruction of which counsel now complain. We unite in holding that the second part of the appellee's response to appellant's position is untenable. To sustain it, we should have to find that the jury was clearly justified in finding for plaintiff on the ground of gross negligence on the part of defendant's employees. Or, to state the proposition still stronger, we should be satisfied that the testimony was so clear and conclusive as to such negligence that the jury could not have found against it. And this view is peculiarly just and pertinent in this case, from the fact that the instructions nowhere put the liability upon the ground of gross negligence. Nor is there any thing in the testimony from which it can be said that the jury were bound to reach this conclusion. As a matter of law, the single fact that the bars were left projecting, would not amount to such negligence as to create liability if the rule between the company and the plaintiff remains as at common law. So many facts or elements enter into the inquiry as thus stated—for instance, how far the bars projected, how many of them, who left them in that position, how long they had so remained, what care and diligence the plaintiff used in descending from the car at that time and place, the necessity for so doing in the discharge of his duties—we say these and other inquiries, enter so legitimately into the question, that it cannot be said as a matter of law that the fact that the bars were so left would amount to gross negligence. And what has already been said, sufficiently indicates that the testimony did not preponderate, certainly was not overwhelmingly in favor of such conclusion. So that we are left to look at plaintiff's first position, or the argument derived from the statute

of 1862, which is, indeed, the great question of the case, one of very considerable practical importance, and one which is thus far a new one in this State.

The act under consideration declares that, "every railroad company shall be liable for all damages sustained by any person, including employees of the company, in consequence of any neglect of the agents, or by any mismanagement of the engineers or other employees of the corporation, to any person sustaining such damage."

Appellant's argument upon the statute is briefly, as follows: Without the statute there is no authority for holding the company responsible for the safety of the employee to the same extent that it is for that of the passenger; for the safety of the latter, so far as practicable, the common carrier is, by law and public policy, regarded as having guaranteed.

And that the care which the law exacts towards the employee, is that which is regarded by the good common sense of mankind, as reasonably due under all the circumstances of the case. Or to express the argument in still other words, it is insisted that the defendant is responsible for injuries to its agents arising from the want of ordinary care and precaution, and that the liability is not as broad in such a case as in that of passengers. And having advanced thus far, it is then said, that, at the common law, the employer was liable to the employee for an injury sustained by him from the personal negligence of the employer; that notwithstanding the refinements indulged in by the courts in determining when an act was that of the master or employer, and when not, yet, that, whenever the injury was attributable to his personal carelessness, he was answerable for the damages; that the statute treats the neglect of the co-employee as that of the employer, and hence fixes the liability, and that the only change effected is to make the master liable for the acts of the agent or servant in that class of cases, and under such circumstances only as he would have been responsible for before the statute, by reason of his own personal neglect. This conclusion reached, the remaining part of the argument is easy enough; and hence it is said these companies are subject to the general law governing master and servant, that the general rule is, that the master is only held to the use of reasonable care and diligence to prevent accident or injury to the servant in the course of his employment, and, therefore, as this statute substitutes the servant for the master and makes his carelessness that of the employer, the master is only liable when the servant fails to exercise reasonable or ordinary diligence.

I have thus undertaken to give, as briefly as possible, the argument upon which this view of the statute is attempted to be sustained. And I am instructed to say, that, without being committed to all the reasoning, the majority of the court concur in the conclusion reached, that the court below erred in giving the fifth instruction and in the construction given to the statute. Their opinion is, to state it in somewhat different language, that, without the statute, "when different persons are employed by the same principal in a common enterprise, no action can be brought by them against their common employer, on account of injuries sustained by one employee



through negligence of another (*Sullivan vs. The M. and M. R. Co.*, 11 Iowa 421,) that the statute only intended to give to the employee the right of action in such cases, but that it was not intended to hold the principal to extraordinary diligence and care on the part of the co-employees; that the purpose of the statute was to declare a right, and not to fix or change the rules which should govern in the settlement or ascertainment of that right. Or, still again, that the legislation was after the decision above cited, denying the right of the employee to recover for the carelessness of a co-employee; that it confers no right upon any one other than employees, for all others had the right without the statute; that the relation between plaintiff and defendant is that of master and servant, and so of all others in a like relation, and the statute would and should naturally and reasonably be construed so as to measure the right by rules applicable in such relations; that the company and passengers occupy very different relations, and their rights and liabilities must be measured by very different rules than those in the case of company and employees, for the passenger recovers, not by virtue of the statute, but because this is his right without its aid; and hence it is, that, as the one relies alone upon the statute, and the other upon the obligations imposed upon common carriers at common law, different rules of diligence must be, and were intended to be, applicable.

In this conclusion I do not concur, and hence believe there was no error in the instructions now under consideration. My opinion is that the act of 1862 (§ 7, ch. 169,) passed as above shown, immediately after the decision in 11 Iowa, *supra*, was intended to place the employee precisely upon the same ground as the passenger. And my reasoning is this: First, the statute says the company shall be liable for all damages sustained by any person in consequence of any neglect of the agents or by any mismanagement; and then as if to show the very purpose of the enactment it says, "including employees of the company." Now, if slight negligence, or if the failure to exercise extraordinary diligence will amount to such slight negligence, and if such slight negligence is any negligence, then it is negligence of the statute. If it is not, then there is no liability. But I know of no warrant for saying that any means gross or any ordinary and does not include slight negligence. Second, the company is liable for all damages sustained by any person etc. What is the rule of diligence required as to passengers? Of course, extraordinary; or, there is liability where there is slight neglect. But, is the passenger "any person" any more than the employee? And why are we justified in saying that the rule of diligence is different for the passenger (who is "any person") from what it is for the employee (who is also "any person")? If an employee is not any person, and if slight is not any negligence, then the conclusion of the majority is right. But, as I conclude an employee is a person, and that any includes slight negligence, I cannot concur. Not only so, but the construction given to the statute introduces an exception, without necessity, and this the court should avoid if possible. It is better, in my judgment, that rules should be uniform, and that exceptions should not be introduced unless reasonably and fairly required for

the furtherance of justice or the protection of rights. Nothing contributes more to the deplored uncertainties of the law than the constant accretions engrafted by the courts upon statutes, because it is imagined or believed that the legislature never intended to embrace this or that extraordinary innovation upon the rule of the common law. The better and safer rule is to except the law in its declared words, and leave its hardships or the supposed inequalities of its operation for legislative correction.

But I will not further state the grounds of my dissent. It follows from what has been said, that, for the error in the fifth instruction, the judgment below must be reversed.

But before directing this order, some other matters demand our attention. The plaintiff was allowed, against defendant's objection, to prove "that he had no means or property to subsist upon, and that he was entirely dependent upon his labor for support," and the court instructed that it was proper in estimating damages, if the jury found for the plaintiff to take into consideration "the ability of defendant to pay such damages as will in some manner compensate him for the loss he has sustained." Of the introduction of this testimony and the giving of this instruction, defendant now complains. And whether in this action there was error and whether the verdict was excessive, are the only matters pressed upon our consideration.

The testimony offered and received was competent. Plaintiff could prove legitimately, the nature of his business and the value of his services in conducting it, as a ground of estimating damages. The pain and suffering might be as great to the man with means as to the poorest of the land. But we know, as a fact, that the loss of an arm might entirely incapacitate the mechanic for labor, while the clerk, though greatly inconvenienced, could still use the pen and obtain employment in his profession or vocation. And this, and no more, as we understand it, is what plaintiff relied upon or the court had in view in admitting the testimony. *Lincoln vs. Sar. and Sch. Co.* 23 Wend. 425.

We cannot concur, however, in the ruling of the court, that the jury could take into consideration the ability of the defendant, to pay, etc. The company paid all plaintiff's expenses, incurred in consequence of his injuries, including board, nursing and physician's bills, and his salary was also paid up to the time of the commencement of this action. He was, also, offered any position he could fill, in and about the business of the company, such as watchman, or the like. There is no testimony tending in the least to show that the tort or injury was malicious; nor can we see any element to show that plaintiff was entitled to recover vindictive damages. And while some of the cases have held, that the pecuniary condition of a defendant may be shown, while plaintiff is to entitled to vindictive damages, or in case of malicious torts, yet it is believed that the weight of authority is the other way. But whether so or not, we are not aware of any case which has gone so far as to hold, that defendant's ability to pay should be taken to increase the damages in the absence of bad motive, or any fact to entitle the plaintiff to exemplary damages. *Niffin vs. Mc Connell*, 30 N. Y. 285. Aside from the exceptional

cases of slander and breach of promise to marry, courts should hesitate long before receiving such evidence, or allowing the jury to take into consideration the defendant's pecuniary ability, even under circumstances of aggravation, insult or cruelty, or of vindictiveness and malice. But it is certainly not admissible in the absence of such circumstances. If the plaintiff can show defendant's wealth, then the latter can show his poverty, and damages will be recovered, not according to the extent of the injury sustained, but the means of defendant and his ability to pay. And hence it might occur that plaintiff would be fortunate, or the reverse depending upon the condition of the defendant's purse at the time of the trial. Today he may be worth thousands, to-morrow nothing. Such cannot be the rule. As to the claim, that the verdict was excessive, it is perhaps better that we should say nothing, and this because the case must be remanded for a new trial. And yet we cannot resist the expression of an opinion, that the recovery is beyond what plaintiff could fairly or reasonably demand. We are not aware that so large an amount has been recovered in any case of this kind in the State, though there has been many where death occurred from the wrongful act. We know that within reasonable limits the damages rest within the discretion of the jury. The verdict should not be inadequate, for this might appear like the denial of justice; nor should it be extravagant. It is not the duty of the jury to avenge the plaintiff's wrongs, but watching and looking to his interests, considering them as they affect him now and hereafter, they should also look at the defendant's conduct or that of its agents, and see what, if any apology is to be found therein. More than this we need not say.

Judgment reversed.

Mr. George Preston White, C.E., consulting engineer to the India office, and examiner for appointments of engineers for India, has been appointed consulting engineer for the Japanese Government in the construction of the railways for which the 9 per cent. loan of £1,000,000 has just been raised. It is satisfactory that the Japanese in their first experiment will thus have as much care exercised as if the works were under British control.

The following gentlemen have been elected officers of the Canada Southern Railway Company: Milton Courtwright, President; W. H. Taylor, Treasurer; Nicol Kingswill, Secretary; Crooks, Kingswill, and Cattanaach, Solicitors; F. N. Finny, Chief Engineer. Also, as executive and finance committee, Daniel Drew, Sidney Dillon, William L. Scott, William Thompson, and the President, *ex officio*.

The formal opening of the branch railroad from Valley Stream station, on the South Side Railroad of Long Island, to Rockaway Beach, took place on the 30th ult. The road is five miles long, well built, and runs through a pleasant country.

The caisson for the first water pier of the Connecticut river bridge on the Air Line railroad at Middletown, Conn., was successfully placed in position, with the stone in it, on the 29th ult. Gen. E. W. Serrell is chief engineer.

**The Central Railroad of Iowa,  
235 MILES IN LENGTH,  
NOW NEARLY COMPLETED.**

This company are now pushing their work forward with great rapidity, and the entire line necessary to connect St. Louis and St. Paul is graded and under contract to be finished this season. The road runs through the richest and most thickly settled portion of Iowa, and is built in the interests of the great Northern system of roads which centre at St. Paul. The First Mortgage Bonds of the Company pay 7 per cent. Gold Interest, free of Government tax, and are issued for the very small amount of \$14,000 per mile. For the present, the unsold portion are offered at 95 and accrued interest. The attention of investors is invited to the fact that the road is now nearly finished, and that the Security is therefore entitled to a high rank. We believe there will be no more favorable time to sell Governments, and buy really First-class Railroad Securities—such as these—than the present. After a full examination we have accepted an Agency for the Sale of the above First Mortgage Bonds, and desire to recommend them to our customers as a thoroughly safe as well as profitable investment.

**JAY COOKE & CO.,  
No. 20 Wall Street, New York.**

**\$100,000 Jersey City,  
OPPOSITE NEW YORK,  
SEVEN PER CENT.  
COUPON BONDS DUE IN 30 YEARS  
FOR SALE AT PAR.  
GEO. K. SISTARE, NO. 24 NASSAU-ST.**

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.  
New York, July 7, 1870.

**A DIVIDEND OF FIVE PER CENT. IN CASH,** free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of August next, to the holders of full paid shares registered at the close of the 15th day of July inst. after which date, and until the 5th day of August next, the transfer books will be closed.

THOMAS E. WALKER, Treasurer.

ROME, WATERTOWN AND OGDENSBURG RAILROAD,  
VICE-PRESIDENT'S OFFICE,  
CORNER CHAMBERS-ST. AND COLLEGE PLACE,  
NEW YORK, June 22, 1870.

**ELECTION AND DIVIDEND NOTICE.**—At the recent election for Directors of this Company, the former Board was unanimously elected.

FOR DIRECTORS.

WM. C. PIERREPONT, C. ZABRISKIE, Jr.,  
MARCELLUS MASSEY, GARDNER COLBY,  
CHABLES E. BILL, JOHN S. FARLOW,  
SAMUEL F. PHELPS, DAVID UTLEY,  
JOHN FERGUSON, S. D. HUNGERFORD,  
ISAAC N. PHELPS, TALCOTT H. CAMP,  
DELOS DEWOLF.

At a subsequent meeting of the Board the former officers were also unanimously re-elected, to wit:

W. C. PIERREPONT, President.  
MARCELLUS MASSEY, Vice-President.  
J. A. LAWYER, Secretary and Treasurer.

This Company will pay a semi-annual Dividend of Five per Cent., free of tax, on and after the 15th July. Transfer books will remain closed from the 25th inst. to date of payment.

MARCELLUS MASSEY,  
Vice-President.

**INTEREST ON CITY STOCKS.** The Interest on the Bonds and Stocks of the City of New York, due August 1st, 1870, will be paid on that day, by John J. Bradley, Esq., Chamberlain of the City, at his office in the New Court House.

The Transfer Books will be closed Friday, July 1st, 1870.  
Department of Finance,  
Comptroller's Office,  
New York, June 27, 1870. } RICHARD B. CONNOLLY,  
Comptroller.

**BORDEN & LOVELL  
COMMISSION MERCHANTS,  
70 and 71 West St., New York,  
Fall River Iron Works Company's  
NAILS, BANDS, HOOPS & RODS,  
BORDEN MINING COMPANY'S  
CUMBERLAND COALS.**

JOHN F. TANNER.

H. H. WALKER.

JNO. McANERNEY, Jr.

**TANNER, WALKER & McANERNEY,  
63 BROADWAY, NEW YORK,  
DEALERS IN RAILWAY SUPPLIES,**

Are prepared to make Contracts for

Railroad Iron, English and American; Chairs, Spikes, Fish Bars, Bolts and Nuts; Locomotives; Passenger and Freight Cars, and Car Findings generally.

Portable and Stationary Engines; Car Irons Complete; Wheels and Axles; IRONS FOR RAILROAD BRIDGES; and other articles required by Railroad Companies.

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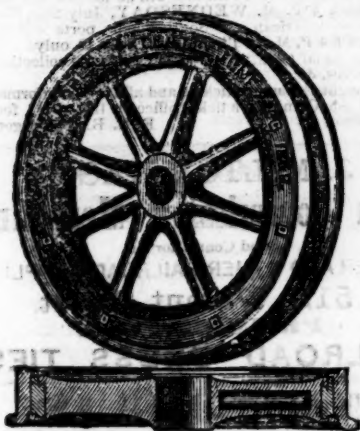
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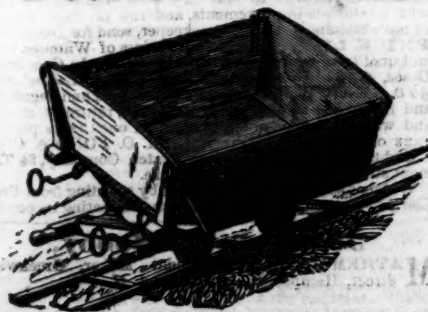
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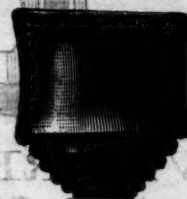
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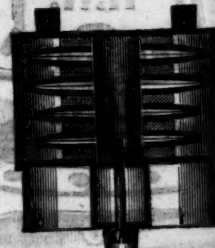
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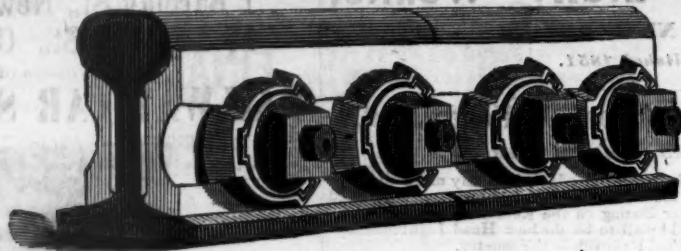
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